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BRITISH JOURNALISTS AND THE
CANADIAN GOVERNMENT.

TOUR THROUGH THE DOMINION.

FROM THE ATLANTIC TO THE
PACIFIC.

BY

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TOUR THROUGH THE DOMINION.

The increasingly powerful tide of emigration from Great Britain to Canada has, naturally enough, aroused in some quarters a spirit of inquiry as to whether so large an exodus from the Mother Country should be encouraged or otherwise, and also whether the future prospects of the Dominion are so rosy as optimists have predicted, and have not been unduly magnified. It is manifest that the importance of these questions cannot be exaggerated, and that in the absence of a system of State-aided emigration under Government auspices the public should be afforded as much enlightenment concerning them as possible. With the view of challenging any criticism, and at the same time making even more widely known the enormous resources of the vast territory still awaiting development, the Canadian Government recently determined to invite a representative party of British journalists to visit the Dominion, as guests of the Minister of the Interior, and afford them every possible facility for obtaining and giving publicity to up-to-date information of a thoroughly reliable character. The selection of ten journalists only from the whole of the United Kingdom was made at the headquarters of the Cana-

lian Emigration Department at Charing Cross, London, by Mr. J. Bruce Walker, under whose superintendence the emigration movement has been wonderfully accelerated, very largely through the instrumentality of several new central agencies established by him in various parts of the kingdom. Not the least important of these is that in Queen-street, Exeter, where Mr. J. M. Murray, formerly of Cardiff, represents the whole of the West of England and South Wales, and it is mainly due to his effective organisation that Devon and Somerset, in particular, have recently contributed a larger proportion of the class of emigrants most heartily welcomed in Canada than any other counties in England. Of the district emigration agents, it is admitted at headquarters none have been more energetic and successful than Mr. H. Hickman, of East-over, Bridgwater, who, in recent years, has "booked" many hundreds of persons for Canada, where most of them, chiefly engaged in agricultural pursuits, are now reported to be doing exceedingly well. When it was first mooted that the Canadian Government had it in contemplation to invite a small party of representative journalists from Great Britain to undertake the mission above referred to, it is not surprising that something in the nature of anxiety was manifested in influential Press circles with regard to the selection that would be made. One of the first invitations, however, was addressed to Mr. J. T. Dunsford, of Bridgwater, as representing the "Somerset County Gazette," the "Bridgwater Mercury," the "Devon and Somerset Weekly News," and other affiliated journals, partly, it is understood, in appreciation of a series of articles voluntarily written by him last year on the occasion of his holiday trip to Canada, with special reference to the emigration question, and also because, as was stated in the letter of invitation from Mr. J. Bruce Walker, "In the Dominion we have the highest appreciation of the men of Devon and Somerset," amongst

whom it is well known the papers above-named circulate very extensively. In the same letter Mr. Walker added, "The members of the Press party will be encouraged to free observation and independent comment. We only want the truth, the whole truth, and nothing but the truth about Canada, and therefore the members of the party will act perfectly independently." The intimation was also given that not only would the representative Press party cross the Atlantic in one of the fastest mail boats, but that, on quitting it, they would be transferred to a railway car (combining the advantages of a "sleeper and diner") specially placed at their disposal to convey them from one end of the North-American Continent to the other—from the Atlantic to the Pacific coast—passing en route the whole of the wheat growing country in Western Canada, and the Rocky Mountains, and on to Vancouver. Having regard to the fact that last year the writer, who was then unaccompanied, visited only the South Eastern provinces of Quebec and Ontario, and was then informed (amongst others by the Canadian Premier himself) that he had practically seen nothing of the Dominion, and certainly not its most characteristic features, so tempting an offer could not, of course, be declined. The only other West of England journalist invited was Mr. W. Redwood, of the "Bristol Daily Press," the remaining Press colleagues consisting of Mr. Barclay McConkey, "Belfast Telegraph"; Mr. David Cromb, "Dundee Advertiser"; Mr. J. M. Attenborough, "Manchester Guardian"; Mr. W. Rowley Elliston, "East Anglian Daily News"; Alderman T. Cooke, "Sheffield Independent"; Mr. A. H. Powell, "Birmingham Evening Despatch"; Mr. C. W. Starmer, "Darlington Echo"; and Mr. W. Longstaff, "Newcastle Daily Chronicle"; the party of journalists, whilst touring the Dominion, being joined on their arrival at Montreal by Mr. H. J. Elliott, of Washington, correspondent for the "Times" in London.

The time for starting (July 19th) was very happily chosen, inasmuch as the tide of emigration for this year had somewhat receded, the ordinary class of emigrants being encouraged to take their departure in the early Spring. This not only ensured greater comfort on board the outgoing steamboat (which is always less crowded in the Summer), and an avoidance of the "cold snaps" sometimes encountered when approaching Newfoundland, but afforded the Press party an opportunity of seeing Canada's enormous wheat and garden cultivation, etc., to the best advantage.

Before proceeding on board on Friday afternoon the party of journalists, by invitation, assembled at the Canadian Emigration Offices at Liverpool, where they were introduced to each other, and afterwards conveyed in carriages to the Prince's landing stage for embarkation, their baggage having previously been deposited in the respective first-class "State" cabins assigned to them.

THE OUTWARD VOYAGE IN THE "VIRGINIAN."

A CANADIAN ARCHDEACON INTERVIEWED.

No better selection of a boat for the trip across the Atlantic could have been made than the "Virginian," one of the magnificent turbine triple-screw "Royal Mail" fleet of steamships belonging to the Allan Line Company. The Allan Line was the first company to introduce the "turbine" system in connection with the Atlantic steamers, in substitution for the screw method of propulsion, the distinctive feature of the improvement being to ensure, as it certainly does, a comparative absence of vibration. The "Virginian" is

of 12,000 tons register, 18,000 tons displacement, 540 feet in length, and 60 feet in width. She is fitted with a set of triplicate turbine engines, driving three independent shafts, and is capable of maintaining an average speed of 17 knots per hour, whilst accommodation is afforded for 250 first class, 300 second class, and 900 third class passengers, the officers and crew numbering about 300 in addition, representing a total of 1,750. A special and noteworthy feature of the "Virginian" is the perfection of its toilet arrangements (as many as thirty-two bath-rooms, for instance, being provided with hot and cold sea water), whilst the passengers soon realised also that the culinary department was equally well looked after, comparing favourably with that found in any first class hotel, for the quality and variety of the viands served up at each meal in the handsome and effectively illuminated saloon could scarcely have been excelled.

The "Virginian" was started about five o'clock, her departure being witnessed by hundreds of persons, who continued to wave their handkerchiefs in token of farewell to their relatives and friends on board long after the identity of either of them was observable. As is customary with the Allan Line, the northern route was selected, a saving of something like 150 miles being effected thereby, and the Irish coast was passed in the early morning before any of the passengers were astir. The Mersey was distanced before the first meal was served on board, and by that time many of the saloon passengers had already begun to "strike up" an acquaintance one with another, resulting in a large proportion of them arranging with the chief steward for their companionship at table throughout the voyage. The latter proved a very enjoyable one throughout, this being largely contributed to by the extremely fine weather and climatic conditions which prevailed, with the exception only of Sunday morning, the 21st. A stiff breeze then rendered the sea somewhat

tumultuous, but even when the "white horses" were most in evidence experienced ocean travellers smiled at the suggestion of some of the "landlubbers" on board that they could now inform their friends at home of their already having experienced something in the nature of an Atlantic gale! They were obliged to admit, however, that the "Virginian" behaved splendidly, and that there was an entire absence of rolling and pitching, and the fact that at luncheon there were but few absentees showed that their appetites had not been considerably interfered with. The attendance at the morning service, held in the dining-room saloon, which had been preceded by an early celebration in the music-room, was not, moreover, seriously affected. These services; and another in the evening in the second class dining-room, were conducted by Archdeacon Timms, who for twenty years and upwards has been officiating at Calgary, Canada (a very prosperous town of about 20,000 inhabitants, in the Alberta district, twenty miles north of the Canadian Pacific main line of railway, and on their Edmonton branch), and was now returning to the Dominion after spending a year in the Motherland, where he had been lecturing on behalf of the Church Missionary Society. At each service substantial collections were made in aid of the funds of the Seamen's Orphanage at Liverpool.

On Monday the Archdeacon kindly accorded the Press representatives an interview in the dining saloon, and related to them many of his Canadian experiences, and the impressions he had formed, especially concerning the emigration question. He informed them in general terms—what was subsequently confirmed on shore by other reliable and independent persons having no connection either with the emigration, shipping, or railway authorities—that the resources of the Dominion are practically illimitable, and that new townships are being established, and largely populated, in many parts which until recently were only prairie land. The great

extension of railway facilities now being afforded, including the construction of the "trans-continental" Grand Trunk Pacific, with its many branches, is encouraging, he stated, the investment of a vast amount of capital in the development of new industries of various kinds, and of agricultural pursuits in particular. The discovery made in recent years that the heretofore barren prairie is so rich in black vegetable mould, and can be obtained so cheaply and cultivated so profitably, and that, by means of the railway development referred to, the produce will be transported much more easily to the Atlantic and Pacific shores for shipment abroad, is attracting every year more and more settlers from "the States" as well as from Great Britain and elsewhere. These settlers were able, he said, to purchase good farm land, in the first instance, in Alberta and Saskatchewan at from fifteen to twenty dollars only per acre, and can now obtain for it as much as from 60 to 75 dollars per acre. There are, he added, immense tracts of similar land available for the same purpose awaiting development in proportion to the increased railway accommodation now being afforded by the Canadian Pacific, the Grand Trunk, and the Canadian Northern Companies respectively. One of the greatest requirements of all is more manual labour to handle the "golden grain" and other products now being grown in such abundance. When asked if it was true, as had been asserted in some papers, that farm hands who had gone from England to Winnipeg and elsewhere are unable to find employment in the winter months, the Archdeacon said they were paid such excellent wages at other times that, if of a thrifty disposition, unmarried men ought to be able to save as much as from seven to eight dollars per week after payment of all expenses; and if continuous employment could not be found for them during the winter in agricultural pursuits, which he admitted the possibility of,

they could, he said, obtain it without difficulty in the slack times in the lumber camps and elsewhere. Artisans could also, he said, find abundance of profitable employment at good wages in the cities and most largely populated towns, but only those who were strictly temperate and industrious were welcomed throughout Canada—"loafers" and men addicted to drinking being regarded as vagabonds. The cost of clothing is dearer than in England, but not of food and the other common necessities of life. The services of young women, especially of the domestic servant class, are always in great demand, and they are not only paid high wages, but have excellent prospects of marrying well.

Compared with the writer's outward trip last year, the present voyage was, on the whole, a rather uneventful one. Many more ships were met with on this occasion, including the "Lake Manitoba," belonging to the Canadian Pacific Company, and the "Southwark," of the Dominion Line, both of which were overtaken and soon distanced by the "Virginian," the use of the turbines accelerating her speed as well as maintaining her steadiness. The customary games were freely indulged in on board in all the departments, and in addition some exhibitions of boxing (with gloves) and fencing took place on the second class promenade deck, and afforded much entertainment to the onlookers. When close to the "Lake Manitoba," and about midway between the two steamboats, a whale (though only a small one) was observed spouting, and later in the day two icebergs were discerned, but they were about eight miles distant. On the following morning, as early as four o'clock—when, of course, all the passengers were asleep in their berths—the officers reported having passed within half a mile only of another large iceberg. Some of the earliest risers were shown a big lump of ice that had been brought up on the promenade deck, and for a time a few of them were gulled with the rumour

set afloat that the berg was visited by one of the ship's boats, and that the carpenter had cut it therefrom with his axe! On Wednesday (when some "Marconi" news messages were received on board from Montreal) the journalists were invited by Capt. Vipond to make an inspection of the "Virginian," and they were accompanied below by the chief steward and chief engineer, the latter explaining the turbine system and its advantages; and the splendid equipment of the boat throughout, and especially its cleanliness and excellent ventilation, were very favourably commented upon. Belle Isle was passed early on Wednesday morning, and afterwards the "Virginian" steamed between Newfoundland and Labrador, the coast scenery, much resembling that between Minehead and Ilfracombe, being greatly admired. Proceeding through the Gulf of St. Lawrence, the northern shore of New Brunswick was next reached. On Thursday forenoon, in the second class saloon, the Archdeacon christened an infant, which was given birth to on board on the previous Sunday; the ceremony being witnessed by most of the saloon passengers, including the Earl and Countess of Stradbroke. The same afternoon, about three o'clock, a temporary stoppage was made off Rimouski, and here, in the river of St. Lawrence (160 miles from Quebec), a tug took off the mails. The "Virginian" reached Québec at five o'clock on Saturday morning, having thus accomplished the distance of 2,650 miles from Liverpool at an average speed of 18 knots per hour, thereby establishing for this boat a record on which the captain and other officials were heartily congratulated.

QUEBEC.

ARRIVAL AND TRANSMISSION OF THE EMIGRANTS.

Shortly after the "Virginian" was moored at the landing stage of the old historic city of Quebec the

disembarkation of the steerage passengers, consisting mostly of emigrants, was commenced, and it was very interesting to see them carrying ashore their small quantity of hand baggage, and making their way, as directed, to the immigration sheds, where they first underwent a careful examination by the Government medical officer. The method of this examination was subsequently explained in detail by the last-named gentleman to the journalists after the latter had breakfasted at the celebrated Chateau de Frontanac Hotel, erected by the Canadian Pacific Railway Company, where apartments had been engaged for them by Mr. W. J. White, the Canadian Government representative. It should here be mentioned that Mr. White, who was formerly a journalist, and now occupies the position of inspector of immigration agencies and press agent for the Interior, personally conducted the party the greater part of their tour, and proved a most agreeable companion, as did also Mr. H. W. Charlton, representing the Grand Trunk Railway Company. The examination referred to was one of a somewhat rigorous character, the Dominion Government attaching the utmost importance to the desirability of preventing the departure into the interior of any who are found suffering from some serious physical or mental defect which may interfere with their earning capacity, or from some loathsome, infectious or other diseases of such a character as would justify their detention in quarantine, or their deportation. In the latter case, as occasionally happens, the emigrant is returned to the steamer whence he came or to some other one belonging to the same company, the owners being compelled, under the immigration laws of the Dominion, to again receive them on board, and convey them back to Liverpool or whatever other port they came from. According to the official report there were last year as many as 3,518 detentions and 480 deportations at the whole of the Atlantic seaports. The emigrants were

classified for a time according to their nationalities, and also their respective destinations, the majority of them being bound for Manitoba, Winnipeg, and the North-Western territory beyond it, whilst a fair proportion of them were booked for Ontario. Detailed instructions were given each of them at an inquiry office how to proceed and what regulations to follow; their money was changed for dollar notes or Canadian coinage, and at a miscellaneous provision store huge "polonies" and other food requisites were obtained for consumption on the long railway journey they were about to undertake, and on which they started apparently in the best of spirits. The arrangements for the reception and transmission of the immigrants certainly appeared to be very systematically conducted and thoroughly effective.

Later in the day the journalists were conveyed in a special railway carriage first of all to the Montmorency Falls (described by the writer on the occasion of his visit thereto last year), and afterwards, in company with a small delegation of local newspaper representatives, visited the shrine of St. Anne de Beaupre, twenty miles distant from Quebec, the village being en fete for the celebration of feast day. The church, dedicated to St. Anne, has been a point of pious pilgrimage for many years past, and the visitors from afar were greatly interested in seeing the pyramids of crutches, surgical instruments, and other relics left there by those who from time to time have found relief from their sufferings and infirmities by miracles recorded to have taken place through the intercession of St. Anne, the holy Mother of the Blessed Virgin. In the evening the party were the guests at a dinner given in their honour at the Chateau Frontenac, at which several local journalists and other guests were present, the remainder of the evening being spent in promenading Dufferin-terrace (overlooking the river St. Lawrence), which was crowded with visitors listening to the

strains of the garrison band. Early on the following morning motor cars were requisitioned to convey the journalists to the citadel for an inspection of the forts, etc., after which they proceeded for a ten-mile ride to Mount Abraham and the newly built Emigration Detention Hospital for Emigrants, where the latter are kept in quarantine until recovery from their ailments, or if found incurable and unfit for work are certified for deportation, the Canadian Government being firmly resolved not to allow any such emigrants to remain in the Dominion to become a burden to others.

MONTREAL.

The next move on the part of the journalists was to the Grand Trunk Railway Station, where a handsomely fitted Pullman dining and sleeping car had been provided for their exclusive use, by day and night, for as long a time as required by them on their tour, and a start was made for Montreal, a distance of 172 miles, both luncheon and dinner, splendidly cooked and served, being partaken of en route. Montreal was reached about seven o'clock, the writer being welcomed immediately he alighted from the train by Mr. Taylor, sub-editor of the "Montreal Herald," who was formerly (about quarter of a century ago) on the reporting staff of the "Somerset County Gazette." The headquarters of the journalists were established at the Windsor Hotel. In the evening a delegation of the city journalists escorted the new arrivals to the Dominion Park, a favourite place of resort much resembling, but infinitely superior, to Earl's Court in the home Metropolis. The whole place was brilliantly illuminated, and the numerous side shows were being patronised by thousands of persons, most of the British journalists taking part in frivolities which they would most certainly have refrained from in their own localities.

BROCKVILLE AND THE DAIRY INDUSTRY.

On Sunday morning a special railway car conveyed the journalists to Brockville, delightfully situate on the banks of the river St. Lawrence, and known as "The city of the thousand islands." They were received at the station by the civic authorities, who accompanied them in carriages to the residence of the Mayor, in whose boathouse they partook of his Worship's hospitality. Amongst those present was Mr. D. Derbyshire, M.P. for Brockville, D.P.G.M. of Freemasons for the province, and chairman of the Eastern Ontario Dairymen's Association, who stated that dairying, and particularly the manufacture of cheese, was the principal local industry. Of the 25 million dollars worth of Canadian cheese exported last year to Great Britain, chiefly to the ports of Liverpool, Glasgow, and Bristol, three million dollars worth were sent from Brockville. Mr. Derbyshire informed the writer that in this district farm hands, and especially those having any knowledge of the management of cattle, and also carriage building, another extensive local industry, could obtain permanent and profitable employment without the slightest difficulty, and he recommended that applicants for such work should put themselves in direct communication with Mr. McIntyre, the local emigration agent. The journalists were taken on a most enjoyable drive through the city and its delightful suburbs, and the many beautiful residences (including one built by the founder of the celebrated Pink Pills) showed that the community was a thriving one. One of the places visited was the asylum for the whole of Ontario, a magnificent structure, the cost of its construction being many million dollars. Brockville (situate immediately opposite Morristown, in the State of New York, and only separated therefrom by the St. Lawrence river,

which is here about two miles in width) was certainly one of the prettiest places visited throughout the Dominion. The "thousand islands" on the river are all within twenty-four miles of Brockville, which Mr. Derbyshire, in his enthusiasm, described as "Nature's Paradise." The journalists were very reluctant to leave it, and they departed therefrom amongst hearty cheering from a crowd of spectators at the railway station.

KINGSTON.

The city of Kingston, having a population of 30,000, was the next stopping place, and here also the party was met by the Mayor, members of the local municipality, and many others of the principal residents. A long string of carriages was requisitioned, and all the principal thoroughfares were passed through, the chief features of interest being described en route, one of the most important of these being the university for the eastern provinces. Large cotton mills and cheese factories are prominent local industries, whilst upwards of a thousand hands are employed at the locomotive works. The hospitality of the Mayor was dispensed at the club house. The railway journey to Toronto was a very rapid one, and between Montreal and Brockville the special covered the distance of 52 miles in 48 minutes.

TORONTO.

BRITISH WORKMEN'S WELCOME LEAGUE.

On reaching Toronto Sunday evening the journalists were met by several press colleagues, who escorted them to the King Edward Hotel, their headquarters for the night. On the following morning they were

driven through the city in the "Tally-ho!" four-horse break—a first-rate turnout—accompanied by the Mayor, and first visited the City-hall, in front of which they were photographed; afterwards ascending by a lift to the clock tower (305 feet high), whence a splendid panoramic view was obtained. The next move was to The Grange, the residence of Professor Goldwin Smith, who received them in his library, and notwithstanding his advanced age (84 years) chatted very freely with his invited guests on various topics, one of which was the trouble that had arisen between America and Japan, which he thought was also likely to extend to Australia. The writer reminded the distinguished literateur that he had the honour of a personal interview with him last year, on the introduction of Professor Clark, and expressed the obligation of the journalists for receiving them so kindly. The drive was then resumed to other parts of the city (a description of which was also given by the writer last year, and which now has a population of about 270,000), after which the journalists were entertained at luncheon by the Toronto Press Club. Before quitting the hotel the writer saw Mr. C. W. Mockridge (formerly of Taunton, who is employed on the literary staff of the "Toronto World"), at whose invitation he and some of the other journalists visited the headquarters in Lorne-street of a newly formed organisation known as "The British Welcome League," which has undertaken and is certainly accomplishing a very useful work in the interests of those emigrants from the Motherland who have neglected to avail themselves at the start of the aid which the Government agents are willing and anxious to extend them on their arrival. In his former series of articles last year the writer laid stress on the fact that there was, apparently, to say the least of it, an inadequacy of systematic organisation for the reception and care of those emigrants who had not previously obtained any introductions, and who occasionally, in

consequence, became the victims of unscrupulous commission agents and for a time are subjected to much inconvenience and disappointment. The new organisation referred to was only established two months ago, and it will be of local interest to learn that among its chief promoters was Mr. Albert Chamberlain (its president), formerly of Glastonbury, who is carrying on the business of a contractor, and Mr. Mockridge, a member of the executive, whilst the matron is Mrs. Robb, formerly assistant matron of the Bedminster Cottage Hospital. The "Welcome League," which is supported by voluntary contributions, and in aid of which the Provincial Government has made a grant of a thousand dollars, has secured commodious premises in Lorne-street, where the new-comers on their arrival are supplied with free meals, the secretary looks up situations for them, and in the meantime they are accommodated with beds for two nights. Already as many as 6,000 persons had been provided for in this way, and situations found for every one of them. On the night previous 192 persons were accommodated with beds. Mr. Albert Chamberlain (who, a few months ago, re-visited England and lectured at Glastonbury) is an ardent temperance worker, who has thrown himself with great enthusiasm into his work, which includes the holding of gospel temperance meetings, and already, under its auspices, 500 new-comers had been induced to sign the pledge. Mr. Keir Hardie, M.P., paid a visit of inspection on the occasion of his recent visit to Canada, and highly commended the work of the League, which he considered was accomplishing a splendid work, and the writer had no hesitation in appending to his signature in the visitors' register book a note to the same effect. The Management Committee of this League, of which Mr. Mockridge was the first secretary, and which owes its inception very largely to the press of the city, and especially the "World," although busy men, devote a great deal of time in looking after its interests, and

those emigrants who prefer locating themselves in Toronto cannot certainly do better at first than visit the headquarters of this valuable institution (formerly the Post-office), which are within three minutes' walk of the railway station.

NIAGARA FALLS.

The same evening the journalists left for Niagara (eighty miles from Toronto), where they spent the night. A splendid view of the Falls (fully described by the writer last year) was obtained on the following morning, the party being photographed in close proximity to them. Subsequently they were entertained at luncheon at the magnificent "Clifton" Hotel, recently built by the company owning the "King Edward" at Toronto, on a balcony overlooking the Falls, the volume of water pouring over them having been increased by the late excessive rainfall. The celebrated "Gorge" or "scenic belt" line was completely traversed on the higher and lower levels respectively, and the falls, the rapids, and whirlpool, near which Captain Webb was drowned, seemed, apparently, to exceed, rather than disappoint, the journalists' expectations. The monument (185 feet high), erected in a commanding position, to the memory of General Brock, who was killed in the war of 1812, was also visited, and the party was here again photographed. They also passed over the broken railway viaduct on which, about two months ago, two freight cars broke loose and fell into the roaring torrent below, a depth of about 200 feet.

HAMILTON.

The next visit was paid to Hamilton, via Grimsby Park, at which station the party were met in carriages

by the civic authorities with an electric car, in which they rode a distance of twenty miles through a remarkably productive fruit-growing district, a special noteworthy fact being that the products included an immense quantity of grapes, peaches and raspberries, etc., grown in the open fields. The population of Hamilton, known as the "Birmingham of Canada," is 60,000, and its industrial and commercial development is very rapid. It is a recognised centre of the iron industry of Ontario. The Grand Trunk Railway Company (southern, northern, and north-western divisions) converge at Hamilton, which is also a favourite Summer resort. The Ontario Normal College and Collegiate Institution are among the city's educational establishments, and the annual cost of its Education Department approaches 200,000 dollars. In the evening the visitors were the guests at dinner of the Hamilton Yacht Club.

BRANTFORD.

A ride of 25 miles on the following morning brought the party to the delightfully situated town of Brantford (having a population of 20,000), the home residence of Mr. J. Bruce Walker, who had so successfully organised the tour, and whose presence amongst them for the day was greatly welcomed. Mr. Walker's fellow citizens had evidently determined to give the visitors a right royal reception. At the station they were met, not only by the civic authorities, headed by the Mayor, but also by many of the leading citizens, principally well-to-do merchants and manufacturers, who had requisitioned thirteen pair-horse carriages for a drive of fourteen miles around the suburbs, making stoppages at two places of particular interest. The first of these was the homestead of Professor Bell, the inventor of

the telephone, on Tutela Heights, in which the celebrated inventor first put the telephone in operation in 1876. It has been determined to perpetuate the memory of the professor by the purchase of the Bell homestead as a public property, and also to erect a monument in the city at an estimated cost of 60,000 dollars, 3,400 of which has already been subscribed. The proposal has received the approval of the Prince of Wales, who visited Brantford in 1890, and as the beneficial results of the invention have become so world-wide the co-operation of the whole Dominion, and of the Empire at large, is now being invited. Another object of great interest was an old Mohawk church, the oldest church in Upper Canada, to which Queen Anne gave a beautiful and costly communion service, the caretaker of which presented it for the visitors' inspection. On returning to the city a group of Red Indians, in their war-paint and feathers, were gathered together for the same purpose in the city square, and by request gave an interesting exhibition dance. The journalists were informed that at a distance of five or six miles only from Brantford there is an encampment of more than five thousand of these tribes (consisting of Sioux, Mohawks, and Chippewas), who have become greatly civilised, and are trained chiefly in agricultural pursuits, earning for themselves and their families very comfortable means of livelihood; whilst many of them are gradually acquiring a knowledge of the English language. The first-class dinner given in honour of the journalists was attended by upwards of a hundred of the principal inhabitants, who at the close sang "God Save the King" and "Auld Lang Syne," and it may here be mentioned, as evidencing the loyalty of the Canadians, that the National Anthem was rendered at most of the gatherings throughout the Dominion.

LONDON.

This city, containing nearly 50,000 inhabitants, was reached the same evening, and the journalists found awaiting them at the station the Mayor and Corporation and numerous press representatives, who escorted them to the club house, where dinner was partaken of under the presidency of Mr. Judd, the Mayor, supported by Senator Coffey, of the Dominion Legislature. In responding to the toast of "The British Journalists," with which his name was associated, the writer expressed the personal gratification he had experienced in finding that the Mayor was, like himself, a Devonian, and that some other members of the company had also come from his native county, and were doing well. After dinner a special car was requisitioned to convey the journalists to Glenmore, the beautiful home of the London Hunt Club, where another social hour was spent very agreeably. On the following morning the visitors enjoyed an automobile drive of several miles around the city and its suburbs, accompanied by a large number of the principal citizens, the motor cars, nearly a dozen in number, being decorated with miniature Union Jacks. Westminster Bridge, spanning the river Thames, was crossed, and several of the places visited, including the "Crystal Palace," were named after the best known public resorts of our own Metropolis. When some distance from the city (which can boast of several large and prosperous factories) it was determined to call out the fire brigade in order to give the visitors an opportunity of witnessing their work. Without any preconcerted arrangement, and within an incredibly short interval after the call was given, the powerful engine (with a delivery capacity of 1,100 gallons per minute) and several members of the force, with other apparatus, were observed to be approaching at a marvellously quick rate, and as the horses galloped by the visitors could not refrain from a hearty burst of cheering in appreciation of the smartness displayed.

WINDSOR.

A ride of 110 miles next brought the party to Windsor, where the Mayor (Mr. Wigle), the Hon. R. F. Sutherland (Speaker of the Dominion Legislature), and many other prominent citizens were assembled at the station to welcome them. No better time than the 1st August could have been selected for a visit to Windsor, this being "Emancipation Day," when between four and five thousand "darkies" from various parts of the States and elsewhere are given a holiday, and attend a huge picnic festival at Windsor Park. The visitors were much interested in witnessing the arrival by steamboats and trains of these representatives of the coloured race, those of the fair (?) sex being very gaily attired. Pink dresses were most in evidence, whilst several of them wore coloured satin shoes, and carried equally smart looking parasols. A visit was paid to Walker and Son's great whisky distillery, one of Windsor's most important industries, and some other large establishments in the city, which, it was manifest, is a very prosperous one.

DETROIT (UNITED STATES).

The journalists had no idea, when starting from home, that they were to visit one of the great cities in the United States, but were nevertheless glad to avail themselves of the opportunity. They left Windsor for a water trip on the beautiful Detroit river on board a very commodious ferry boat, the owners of which invited them to luncheon, other guests including the members of the Windsor Reception Committee, with the Mayor, who favoured the company with a rendering of "The Maple Leaf for Ever," whilst a musical professor, who is nearly related to the esteemed manager of the Press Association in England, sang "Rule,

Britannia." Belle Isle, a favourite and beautiful place of resort, was passed in close proximity. When Detroit was reached some of the visitors from Windsor hoisted on their shoulders one of the journalists in the person of the writer (who was regarded as the "father of the family") and thus brought him down the steamer's gangway and deposited him on the landing stage of the "States" territory amid the cheers of his amused colleagues. Mr. Thompson, the Mayor, welcomed the British journalists to the magnificent city, which has now a population of nearly 400,000, and accompanied them in their motor ride through several of its principal thoroughfares, afterwards joining them at the dinner given in their honour, one of the "courses" served consisting of frogs' legs! Amongst other information given to the visitors was that there are in Detroit as many as twenty-six factories for the manufacture of automobiles, and that more than fifteen million dollars worth were constructed therein and disposed of last year.

STRATFORD.

This "classic city," as it is appropriately called, was visited on the following morning. It is situated on the river Avon, and has a population of 14,000. It is described in the guide books as "the cradle and centre of the valuable cheese industry of Western Ontario," whilst at the large locomotive shops of the Grand Trunk Railway Company employment is found for 1,600 men. It has several large furniture and other factories, the yearly output of which is calculated at between three and four million dollars. Here also the journalists were formally welcomed by the Mayor and several influential citizens who had assembled in the station yard with a dozen pair-horse carriages for a drive of as many miles through the city (where flags

were displayed in honour of the visitors at the public buildings) and its beautiful surroundings. As in nearly every other place visited the journalists greatly admired not only the prettily designed villa residences occupied by the more wealthy citizens, but likewise the dwellings of the working class community, in almost every instance detached buildings, which it was stated are owned for the most part by themselves. Luncheon was partaken of in the City-hall, the guests exceeding sixty in number. Before leaving Stratford the proprietor of one of the city dailies (Mr. O. Beirne) accompanied the writer to the residence of Judge Barron, at the special request of the last-named gentleman (who was engaged with his official duties), to interview his wife, formerly a Miss Dunsford, who, hailing from Devonshire and being a family connection, accorded him a hearty welcome.

BERLIN.

This town, located in the county of Waterloo, with a population of about 12,000 (more than half of whom are Germans), was the next stopping place, and the journalists were as heartily welcomed by the town authorities as elsewhere, and treated to another delightful country ride in carriages provided for the purpose. Victoria Park is considered to be one of the prettiest throughout Ontario, and as over seventy per cent. of the labouring population of Berlin (for the most part employes at large factories) are stated to own the houses they occupy it is manifest that the local industries are thriving well. Steady and industrious mechanics, the journalists were informed, can very easily obtain in Berlin constant and far more remunerative employment than in the Motherland.

GUELPH.

TORONTO AGRICULTURAL COLLEGE: THE
EXPERIMENTAL FARM SYSTEM.

On the arrival of the journalists at Guelph they were welcomed by the Mayor and many of the principal inhabitants, and first conveyed in a four-horse "Tally-ho," after a drive through the city, to the famous Ontario Agricultural College, where they were received by President Crealman, who explained its chief features. The college is established by the Dominion Government for systematic instruction in agriculture, and experimental farms are attached, in addition to five such farms in other parts of Canada. President Crealman explained that the college stood on 550 acres of land, and that there are 957 students in attendance, including about 300 girls, chiefly farmers' daughters, who came to take advantage of courses in dairying, etc. The students attending the dairy departments are instructed in the factory system, and it is a noteworthy fact that ten thousand dollars' worth of goods, principally cheese and butter, are sold every year. Of the students at present in the college there are fifty boys from the old country, and the best students are those who come from England, Ireland, and Scotland. It was stipulated that students shall go out on farms and engage in farming operations, and a boy is not able to go up for matriculation until he has worked on a farm for at least one year. A special feature of the college is to interest the students in the rearing and management of stock, and for two years in succession the students at this college have won the trophy in judging contests offered by the Union Live Stock Association of Chicago. The visitors were shown this trophy in the course of their visit to Massey Hall and library attached to the college, where there are also on view numerous casts of various kinds of fruit, pre-

pared with great skill by a lady artist for demonstrative purposes. It is customary in the month of June each year to invite a number of farmers to visit the college, and see for themselves the work carried on there. They come in batches of about a thousand at a time, and are thus able to go back to their farms and put into practice some of the principles taught here, and disseminate them amongst their neighbours. For the purpose of still further stimulating interest in the agricultural industry meetings are promoted in various parts of the province, and in this way it is estimated that as many as 170,000 farmers meet in the course of a year for the purpose of discussing agricultural topics. President Orealman claimed that in Ontario they had the best organisation in connection with agriculture than, probably, any part of the world, and it is not, he declared, any exaggeration to state that, as a result of this instruction in agriculture, the output of Ontario has increased 100 per cent. within ten years, and it now amounts in value to about 140 million dollars per year. On the experimental farm being next visited, Professor Zairtz took considerable pains to illustrate the manner in which the experiments in grain culture are conducted, the object of this being, of course, to enable farmers to utilise the best varieties, and particularly those best suited to the soil in their respective districts, which he pointed out was an important factor, as was also that of rotating the crops as near as possible to the conditions prevailing in those districts. They obtained varieties not only from their own country, but from others as well, and if, after examination, they found that those obtained from foreign countries produced better results they adopted them accordingly. As an instance of this he mentioned that several years ago they introduced Manchurian barley. That was found to produce a better yield, and at the present time two-thirds or three-fourths of the farmers of Ontario are growing that class of barley,

and the yield had increased by more than twenty per cent. The visitors were taken over various plots of land, and shown the results obtained by crossing the various kinds of cereals, the object of this being to produce a maximum number of rows and at the same time a good stalk for straw purposes. The same work that had been done with regard to the cereals had been accomplished in other branches of agriculture with equally beneficial results. There are, it was stated, between fifty and sixty factories in the Guelph district, where there is a scarcity and consequently a good demand for labour, the wages paid "pick and shovel" men in connection with agriculture averaging 6s. or 7s. per day, whilst skilled mechanics can earn from three to four dollars per day, and most of them, as in other places, are owners of the houses in their occupation. The luncheon which followed was presided over by the Mayor, and attended, amongst others, by Mr. Guthrie, M.P., and Mr. McLaren, M.P., proprietor of an extensive cheese factory, who stated that about 70 per cent. of its productions are sent to Great Britain. The operation of the McKinley tariff had been largely responsible for this, because, owing to the high tariff placed upon goods formerly sent to America, they had been obliged to search for new markets, which they had now found in "the old country."

COLLINGWOOD.

It was only arranged a day or two previously, in response to an urgent request of the local magnates, that this prosperous town on the Georgian Bay should be visited. Several carriages were in waiting, and the journalists were at once escorted around the town by the members of the Reception Committee, all of whom wore scarlet badges. The first stoppage was at a large shipbuilding yard, where the party boarded a nearly

completed steamer, on the stocks, 406 feet in length, intended principally for the grain trade. Vessels of even larger dimensions have recently been constructed here and launched broadside into a slip or dock adjoining. Sometimes as many as a thousand men are employed by the Collingwood Shipbuilding Company, and riveters are paid as much as 16s. per day, but few of them care to work more than four days a week. Farm hands in the district, it was stated, earn thirty dollars (more than £6 per month) for eight months in the year, and during the remaining four months they can either remain on the same farm at lower wages or obtain employment in connection with the shipbuilding or some other local industry; in fact the writer was told that "no man who is any good at all need be out of work here a single day throughout the year." Another large and profitable industry carried on in Collingwood is that of the meat packing company, and the extent of this can be imagined when it is stated that as many as 1,250 hogs were slaughtered in the works during the forenoon, averaging 250 per hour, the various processes afterwards gone through (as witnessed by the visitors) before the sides of bacon are hung up in the cooling chambers preparatory to packing occupying only fifteen minutes. A large proportion of the cases of bacon (many of which the writer noted were labelled "Wiltshire") is despatched to Liverpool and other English ports, the demand for Canadian bacon in Great Britain being considerable, and greatly on the increase. Steam sawmills is another important industry in Collingwood, behind which is an extensive range of hills, known as the "blue mountains," extending as far as Niagara, about 150 miles distant, on the slopes of which fruit of various kinds is grown in abundance. Factory girls employed in Collingwood can earn three dollars per day. More than sixty of the principal inhabitants partook of the dinner given in honour of the journalists at the Waterloo Hotel under the presidency of the Mayor.

BRIDGWATER EMIGRANTS IN TORONTO.

A short return visit of but little more than an hour's duration was made to Toronto, and although it was not reached until ten o'clock at night the writer was greeted on his arrival at the station by as many as ten former emigrants from Bridgwater, whom he had a good chat with relating to their prospects, and was glad to be assured by each of them that they were doing well. They consisted of J. Shute (of Wembdon), picture frame worker; W. Hurford, painter, etc.; W. Marker and Mrs. Marker, who were accompanied by their son Willie; Henry Morris and Mrs. Morris; A. E. Blackmore, tailor; C. J. Jordan, sailmaker; Fred Snow; C. J. Mitchell, painter; Fred Groves, cabinet-maker (formerly of the Old Cheese House, St. Mary-street); and J. Stacey, who left Bridgwater about two years ago, and whose numerous friends will be glad to learn that he still maintains his reputation as a good athlete, and that a few days previously, at a large sports festival, he won the second prize in a three-mile walking competition. When the writer parted with his Bridgwater friends (and also Mr. J. M. Clarke, special emigration agent for the province of Toronto, who recently paid him a visit at Bridgwater) they desired him on his return to inform their relatives and friends in the old country—from whom they said they regularly received copies of the "Bridgwater Mercury," the "Somerset County Gazette" being also in evidence amongst many others now in Toronto—that they were well satisfied with their Canadian experience, and one of them shouted, "Tell 'em at home we're not down-hearted"!

MUSKOKA LAKES.

The next afternoon a delightful trip of about thirty-five miles was taken on the Muskoka Lakes, bordering

on what is locally described as "the fairy land of Canada" in the "Highlands of Ontario." The start was made from a wharf, where three large pleasure steamboats were soon filled by excursionists brought there by train from Detroit and other large centres of population, each of them proceeding in different directions. This trip proved one of the most enjoyable features of the whole tour. The scenery was simply magnificent, the lake being dotted with numerous small islands, ornamented with beautiful foliage. On the most picturesque of these some gentlemen of wealth had built a charming Summer residence (with boat-house attached), the lake being, of course, frozen over in the Winter season, and rendered uninhabitable in consequence. The Royal Muskoka Hotel, a very handsome and commodious building, where more than 300 guests can be accommodated, were the headquarters of the journalists for the night, and as they entered it the portico was being requisitioned as a ball-room, several ladies and gentlemen dancing to the accompaniment of an efficient string band. The dinner served was of a recherche description, the journalists being the guests of the Grand Trunk Railway Company. On the following (Sunday) morning the visitors gladly accepted the invitation of Mr. W. C. Phillips, vice-president of the Muskoka Navigation Company, to accompany him and his sons for another cruise on the lake in his pretty steam yacht. A distance of about forty miles was covered, and Mr. Phillips' residence on one of the lovely islands was visited en route, the hospitality of the worthy host and hostess being greatly appreciated.

NORTH BAY.

This important railway junction was reached the same evening, and as the journalists had to complete the remainder of their tour (a distance of 1,400 miles

having already been accomplished by rail) on the Canadian Pacific Company's main line they had very reluctantly to part with Mr. Charlton, the Grand Trunk Company's representative, whose able conductorship and genial companionship were borne testimony to in a telegram despatched to the company's general manager, whilst the toast of Mr. Charlton's health was honoured with enthusiasm. A considerable portion of the journey between North Bay and Port Arthur was made alongside the beautiful shore of Lake Superior, which was seen to great advantage. At Port Arthur and Fort William respectively (progressive twin cities in close proximity, and in friendly rivalry with each other) stoppages were made for a few minutes only, after which a run was made throughout the night towards Winnipeg, which was reached at noon on Tuesday, 6th August, the distance covered from North Bay being 1,062 miles.

WINNIPEG:

This well-known city of remarkably rapid growth was reached on Tuesday, August 6th. It is recognised as the capital of the Province of Manitoba, and the commercial centre of Western Canada, and it is here that a very large proportion of the emigrants from Somerset and Devon are booked for. Whereas its population as recently as 1901 (six years ago) was only about 48,000, it has now grown, according to the last official census, to 111,717. It is now receiving emigrants at the rate of 200,000 annually, and it is confidently expected that not long hence it will become one of the greatest cities on the North American Continent. Winnipeg is the pivot of all of Canada's great trans-continental railway systems. Sixteen different tracks radiate from the city to every part of the West. Direct connection is had with the whole Western country, and the Grand Trunk Pacific and Great Northern roads are rapidly pushing to com-

pletion their extensive systems. Winnipeg has under way a municipal hydro-electric plant, and with this accomplished will be able to deal out electric power to manufacturers and others at \$18.00 per h.p. per annum or less. This power is to be developed from a site on the Winnipeg river, some 70 miles from the city. The Winnipeg Electric Street Railway Company are already in the field with electrical power, which is sold to consumers at a comparatively moderate cost. The city is noted for its broad and well-paved thoroughfares, and splendidly boulevarded residential streets. It is the educational centre of the West, has a well-appointed university building, five colleges, and a public school system which is as complete as can be made. The city has a fine system of public parks, embracing 316 acres, and a free public library which cost \$100,000. Immediately after their arrival the visitors were snap-shotted in a group on the station platform, and a reproduction of the photograph appeared in the evening edition of the "Free Press," a similar compliment having been paid them a few days previously by the "Toronto World," whilst the visit of the journalists was a conspicuous feature of the "contents" bills issued from those and other newspaper offices in the various cities visited. During the forenoon a visit was paid to the Government Immigration Offices, where Mr. J. Obed Smith, the Commissioner of Immigration, kindly granted the visitors an interview, and replied to several interrogatories concerning emigration. Besides volunteering a good deal of other valuable information, he produced for their inspection the official register of bona-fide applications from farmers for farm hands; with their names and addresses, the number of men they required, the wages they were willing to pay, and how these applications had been dealt with. He mentioned that as large a proportion as sixty per cent. of these applications were not filled up, as the men required were not

available, and that the Department were therefore in a position to guarantee situations for all comers, and not only in Summer, but, at a somewhat lower wage, throughout the Winter as well. The average rate of wages paid to inexperienced men was from 10 to 15 dollars per month, with board and lodging, whilst a good farm hand could obtain thirty dollars per month, and by coming to the Immigration Offices and examining the register for themselves, every facility being afforded them for doing so, they could select any district they preferred, applications from employers being received from places covering an area of about 300 miles. In a circular letter which Mr. Smith issued to applicants for their guidance it is stated that "the general run of wages for 1907 (although at busy seasons of the year a higher scale is paid) is as follows:—Inexperienced men, but willing to learn, 150 dollars per year, or 125 dollars for eight months; partly experienced men, accustomed to manual labour and used to horses, 240 dollars per year, or 200 dollars for eight months; experienced Old Country farm hands, 300 dollars per year, and 240 dollars for eight months." The circular adds: "We recommend in these cases a month's trial at same rate of wages, and that then definite arrangements be made between the parties." It is also stated in the circular: "No fees are payable at this office." Mr. Smith also produced some batches of correspondence containing urgent requests for farm hands, one of these being for as many as forty single men in one district to take the place of others who, having saved a little money, had obtained small homesteads of their own. Interviews are arranged between farmers and applicants for work, and if the former did not voluntarily offer what was considered a sufficient amount of wages they were plainly told so, and in most instances they at once offered the full standard rate. Other correspondence produced and read had reference to the investigation of complaints, chiefly in

the interests of the employees, and the adjustment of differences between employers and the employed, although it seldom transpired that the complaints had any solid foundation. The emigrants are freely provided with temporary board and lodging at these headquarters of the Dominion Government if they are destitute of means, the accommodation being all that can be desired. The journalists afterwards motored through the main thoroughfares of the busy city and its surroundings, and saw abundant evidence of progress on every hand. There are now, it is stated, as many as 144 factories located in the city, affording remunerative employment to about 12,000 hands. On the windows of the Canadian Pacific and Grand Trunk Railway Companies' Offices several notices were posted offering immediate employment to farm hands and mechanics, etc., stating the amount of wages offered, and intimating that railway fares would be paid to the respective destinations. The Winnipeg "Free Press" offices were visited in the evening, and the journalists were much impressed with their excellent equipment and the handsome external appearance of the building. In the basement thirteen linotype machines were at work, and in the machinery department was a Hoe-quadruple capable of turning out 84,000 copies per hour of an eight-page paper in its entirety. The visitors ascended, by means of a lift (or "elevator," as it is here called), to the spacious flat roof, whence a capital view is obtainable of the whole city. The Royal Alexandra Hotel, where the visitors spent the night—and where the writer was interviewed by some gentlemen connected with Somerset, including Mr. T. W. Chant, the first president of the "Somerset Men in London" organisation (a fellow guest at the recent Fielding anniversary dinner in the Metropolis)—was quitted early the following morning, on the understanding that Winnipeg would be re-visited on the return journey.

BRANDON.

The next stopping place was at Brandon, one of the most delightfully situated and progressive of the Western cities, and its population, now about 12,000, is increasing very rapidly. It is an important distributing centre, especially for grain, 700,000 bushels of wheat having been shipped from here last year, whilst over a million bushels were converted into flour. A long motor drive was organised by the Reception Committee, and a visit paid to a large experimental farm, maintained by the Dominion Government, where the crops were found to be in excellent condition, notwithstanding that the yield was below the average in consequence of the insufficient rainfall. Some remarkably fine samples of grain, etc., raised on this farm were exhibited by Mr. Murray, the manager, who was also pleased to show several horned beasts in splendid condition, the stalls being kept as cleanly as the rooms of a dwelling-house. The site of a large fair and pleasure resort was also visited, and some specimens were here seen of the moose, buffalo, wolves, and beautifully-plumed pheasants. The Mayor was among the numerous guests who attended the complimentary dinner given in honour of the visitors.

FARMING IN THE FAR WEST.

INFORMATION FOR INTENDING SETTLERS.

Mr. W. J. White, who had so far conducted the visitors throughout the tour, as representing the Immigration Department, and whose unvarying kindness and attention towards them was greatly appreciated, had to part with them on leaving Winnipeg, but before doing so he obligingly, at their request, gave them some valuable information concerning the methods to be pursued by intending new settlers, and the assistance

rendered them by the Dominion Government. He remarked that first of all, on their arrival, say, at Winnipeg, they should make their way to the immigration offices, where they would be furnished with reliable information as to the district in which they desired to have a homestead. This consisted of 160 acres of land, obtainable on payment of ten dollars only (a little over £2). The applicant was registered for a homestead, and at the end of three years, if he has fulfilled the conditions of residing thereon six months in each year, and cultivated at least three acres per annum, he might apply for his patent, and the land becomes his own by right, to do what he pleased with it. Questioned as to whether there was an exemption he replied in the affirmative, but added that it was not taken advantage of now, although it was so in the earlier days of settlement. This exemption law gave to the man besides the 160 acres sufficient horses and cattle and some household furniture with which to work the homestead, and this had been the means of saving many people from the processes of the law they might otherwise become involved in through ignorance as to the existing conditions. In the early days it sometimes happened that implement dealers persuaded the settler to buy machinery on credit, and in the event of his being unable to meet the notes as they became due he ran the risk of losing his homestead. Now, however, the man who had mortgaged his homestead within three years could not give a lien upon it without permission of the Government, which was careful not to encourage anything in the nature of speculation. Mr. White mentioned cases in which a father and five or six sons coming upon the land could each take up a homestead, but it was not usual to allocate these homesteads in the same section, unless there were special reasons for doing so, and facilities were offered for a widow with a family depending upon her for support taking up a homestead as well. There was very little

homestead land left in Manitoba, but in Saskatchewan and Alberta (the other two western provinces) they could be had in abundance. So far, Saskatchewan possessed a very large tract of unsurveyed land. It had not been surveyed because it was not very good quality, but plenty of suitable land was available. In Alberta good land was in great demand owing to the railway developments which were taking place there. Very shortly there would be four lines of railway not more than fifteen or twenty miles apart. The railway companies owned large tracts of land which they were offering at prices ranging from ten to twenty dollars per acre, according to location. Mr. White was able to quote instances of people leaving the United States after disposing of their holdings there for about 75 dollars per acre, and investing the proceeds in land in Western Canada at prices averaging from twelve to fifteen dollars per acre, which had secured for them very valuable investments. It was computed that 350,000 people in all had come from the United States and taken up land in this way within the last ten years. He also mentioned cases of men having secured land at from ten to fifteen dollars per acre, and made sufficient from a year's crop to pay for the holding and buy another 160 acres. The value of the average yield per acre was fourteen dollars, and as a man did not require to spend more than one half that amount it left a margin of seven dollars per acre profit. Occasionally, of course, there was what was called an off year, and in some localities the present year was one of these because of the severe Winter and late Spring. A good many of the cereal growing areas, however, furnished good reports as to the crops, and notably was this the case in Alberta. Mixed farming was carried on to a large extent in the northern parts of Saskatchewan and Alberta, whilst south of Calgary considerable quantities of land formerly used for ranching purposes, and supposed to be suitable for no other purpose, are now

being devoted to grain cultivation, and in some cases the yields had been phenomenal. At one time land could be purchased here for three dollars per acre, but the current price was about fifteen dollars per acre. South-west of Lethbridge there was what was known as the Mormon colony, founded about twenty years ago by a son-in-law of Brigham Young, and here some very fine crops of oats, wheat, and barley were being grown on land which at one time was considered unsuitable for anything but pasture. The Mormon condition of life was not now such as was usually associated with Mormonism, the habits of polygamy having been discarded. Here and there at convenient intervals on the railway tracks were placed large storage elevators by means of which farmers could convey their corn for transportation purposes by rail or water, and there were now some 1,300 elevators with a capacity of 20 million bushels. Wheat was carried at a low rate, and if farmers considered they had any grievance in this respect resort could be had to a Railway Commission. There was now scarcely a district in Manitoba of any importance which was more than ten miles from a railway, and it is anticipated that in five years' time the same condition of things will prevail in Saskatchewan. The official emigration statistics in 1903 were 135,000; the next year showed a slight reduction; in 1905 the total was 145,000; in 1906 it increased to 215,000, and in the five months of the current year the emigrants numbered 131,000, which would probably be increased to 280,000 at the close of the calendar year. He mentioned this to show that the railway companies had been severely taxed to provide for this greatly increased output, occasioned by the enormous influx of emigrants into the western part of Canada. The congestion would be relieved by the new transcontinental railways, which would open up large tracts of new territory, and facilitate the movement of grain from one point to another. Mr. White was questioned as to the possibility of

private companies creating a monopoly in regard to elevator accommodation and making farmers pay high rates, but he did not anticipate any difficulty on this account, because the farmers' interests were looked after by the Government, the grain commissioners, and the railway commissioners.

PROVINCE OF SASKATCHEWAN.

This important province was next entered, and for several hundred miles the "Rainbow" car passed through the prairie, dotted, however, at numerous places alongside the main line of the Canadian Pacific with cities, small townships, hamlets, and encampments. At one station named Qui'Appelle was seen an Indian reservation on one side of the line, with about 100 Indians and their squaws and children, and on the other side a large country fair was being held. Horse racing, football, and other games were in progress, whilst several mounted police, in scarlet uniform, were in evidence. Thirty miles beyond this the city of Regina was reached, but, unfortunately, owing to the train being considerably behind time, the visitors were unable to stop here as previously arranged, and members of the Reception Committee (who had been previously communicated with by wire) expressed their sore disappointment, especially as they had provided for a motor drive, and also for a luncheon in the Town-hall, another feature of the local programme being a visit to the residence of the Lieutenant-Governor. Regina has a population of 8,500, and is the capital of the Province of Saskatchewan, and the distributing point for the country far north and south. On the journey from Brandon the township was also passed of Virden, a grain-collecting centre and the home of an important brick-making industry. Another important town passed was Indian

Head, which is making rapid progress. The farms in this district are, as a rule, larger than those situated around Brandon. They rarely average less than a section (640 acres), and adjoining the railway track is an imposing row of elevators, twelve in number, with a storage capacity of 350,000 bushels. Last year as large a quantity as two million bushels of grain were harvested in this district, and of this quantity 1,500,000 bushels were exported. The quality of the land in this district is so exceptionally rich that on a farm one mile north of Indian Head it is asserted that the third crop, without ploughing, yielded 21,000 bushels of wheat from 520 acres. A large Government experimental farm adjoins the eastern limit of the town, whilst a forestry farm, consisting of 320 acres, on which are demonstrated the great possibilities of the western prairies as a tree-growing country, is situated on the south-west portion of it.

MOOSEJAW.

Another run of about fifty miles brought the visitors to Moosejaw, having a population of 7,000. "Moosejaw" is the name given to this place by Indians, and the tradition is that this was a creek where they saw a white man mending a cart with a moose jawbone! Moosejaw is situated 398 miles west of Winnipeg, and 442 east of Calgary. It is a divisional point on the main line of the Canadian Pacific Railway, and the most important railway centre in Saskatchewan. There are located here the great stock yards of the C.P.R. Company, built at a cost of thirty million dollars—a feeding and watering place for stock from the great ranching lands, and indications as to the wheat producing qualities of the district were afforded by the number of mills and grain elevators. Mr. Hugh McKellar, the Secretary and Commissioner of the Board

of Trade at Moosejaw, was good enough to supply much useful information with regard to the district. He paid a tribute to the foresight and enterprise of the Canadian Pacific Railway Company, and said there was no railway company which had done so much to develop the Western Districts of Canada. He added that the company was improving the road bed all the time, and was fully alive to all that was necessary to give the best facilities for dealing with the traffic of the district. The pay-roll of the company at Moosejaw amounts to about 100,000 dollars per month, and practically half of the population of the city is dependent upon the railway wage. The other pillar of Moosejaw is the farming industry, and it was mentioned that in 1906 over 3,000,000 bushels of wheat were produced within a radius of twenty-five miles, this being one-thirtieth part of the whole wheat crop of the three Western provinces. The average yield in 1905 was 27.56, and last year 24.3. It was stated that there are no poor people in Moosejaw. There is no poorhouse, and no asylum. Labour is in demand, and it is found necessary to import large numbers of helpers from Ontario to deal with the harvest, an arrangement which is practicable because the harvest in Moosejaw is a month later, and the C.P.R. Company offers facilities for cheap transportation of labour. Experienced farm labourers can command 25 to 30 dollars per month during harvest time, with board and lodging, while a man who has any knowledge of farming can get 15 to 20 dollars a month. Questioned as to what happened during the Winter months, Mr. McKellar said a man who can make himself generally useful on the farm stands a good chance of employment all the year round. The suggestion that hardship was likely to accrue in the case of men who were employed during the Summer months only, and could not get employment in the Winter, was not admitted. It was argued that even if a man got employment for seven or eight

months only, the margin of profit on his earnings during those months should be sufficient to keep him in comfort during the Winter months, but stress was laid upon the point that if he was an industrious man and ready to adapt himself to general farm work he was not likely to be out of employment in the Winter. Mr. McKellar regretted that so many farmers confined their energies to raising wheat and flax, and said that if they would include the raising of cattle, sheep, and poultry they could do better, and there would be more chance of giving employment to labour all the year round. He added that there was a busy trade in building, and that good bricklayers and carpenters need never be idle. One case was mentioned in which a man who settled in the district two years ago with a small capital is now farming 320 acres, and another case instanced was that of a man who had accumulated wealth by buying 160 acres adjacent to the town at 30 dollars an acre, and being able to sell a large part of it at building values, in one case realising 600 dollars for a plot 120 feet by 50 feet. Moosejaw is essentially an English colony, and the assurance was given that every facility would be given to energetic young men coming out from the old country, to enable them to acquire homesteads and land. At Moosejaw, as at other places, experience has been had of unsuitable persons, but the failures are said to amount to not more than three per cent. Numerous motor cars were in waiting in the station yard, and accompanied by some of the civic authorities and leading citizens a ride of more than twenty miles was commenced through a colony of homesteads in the suburbs, alongside some magnificent fields of wheat, barley, and oats, and afterwards through a good deal of prairie. The roughness of portions of the roadway (so-called), in strong contrast with the wide and excellent city thoroughfares, occasioned such violent jolting, as the cars were being driven at the rate of from 40 to 45 miles per hour, that some of the journalists were

rather alarmed for their safety, and the situation was aggravated by a pitiless hailstorm, the stones being as big as marbles, accompanied with thunder and forked lightning. Dinner was afterwards partaken of in the city hall.

THE PROVINCE OF ALBERTA.

Nearly four hundred miles, chiefly through prairie, were covered before the next stoppage, the Province of Alberta, celebrated for its growth of Winter wheat, being entered upon shortly beyond Maple Reach. A great portion of the land in this district is also devoted to stock raising. Fifty miles further on "Medicine Hat" station was reached, this town, with a population of 3,500, being the centre of a great ranching and mixed farm district. There are also in this district several coal mines and natural gas wells. Close to a station called Crowfoot was seen a large reservation occupied by the "Blackfoot" Indians, and a little beyond this, just before sunset, the first glimpse was obtained, although at a distance of a hundred miles, of the famous Rocky Mountains. In the valley of the Bow river was seen a farm of 10,000 acres belonging to the Canadian Land and Ranching Co., devoted principally to cattle and horse raising, and from this river the water is taken by the Canadian Pacific Railway Company for an irrigation canal, said to be one of the largest undertakings of the kind in America. As large an area as three million acres is already embraced in this scheme, the canal being seen alongside the railway, and a considerable extension of the work has already been resolved upon. The great advantage of this irrigation is, of course, that it supplies water for the corn crops at a critical time, rendering the farmer somewhat independent of the capricious "Clerk of the Weather," and it is admitted that in some other parts

of the Dominion, owing to insufficient rainfall, the yield this year will be considerably below the average.

Calgary was not reached, owing to the train being nearly five hours late, until nearly dark, and here again the Reception Committee were obliged, in consequence, to abandon their programme for the entertainment of the journalists, who were welcomed, however, at the station, amongst others, by the Hon. Frank Oliver, Minister of the Interior, and Mr. McCarthy, M.P., the last-named and several other gentlemen accompanying them to the Calgary Club, where some time was spent very agreeably. Calgary, charmingly situate on a hill-girt plateau, overlooked by the white peaks of the Rockies, is the centre of great ranching, mining, and milling industries, and is rapidly developing. Though not the capital of Alberta, Calgary has for some years been a very important commercial centre, and its growth has been almost phenomenal. It has a population of about 20,000, which is rapidly increasing, and of late several additions have been made to its extensive list of manufacturing concerns. It is noted for its substantial wholesale and retail business blocks, churches, schools, bank buildings, and residences, the only unsatisfactory feature being the condition of the roadways, which had not been improved by a recent heavy downpour of rain. The Provincial Government maintains at Calgary the largest and most important dairy station and cold storage in the West, the Calgary stock yards are noted far and wide, and the district also holds a leading position in the province in the matter of crop yields. There are great ranching districts, and the climatic and soil conditions of the neighbourhood are such as to make it unsurpassed by any other district in Alberta for horse-breeding. The latest report issued from the Board of Trade gives statistics which appear to amply confirm all this, and in referring to the needs of the district, it states that people with strong brains

and muscle, and energy to make good use of them, are wanted, and that men with money are welcome in Calgary and the province, and will find plenty to occupy them, but that men are more needed than money. The report also states that there are positions open in Calgary and district for housekeepers, servants, and all kinds of help required in homes, and that good wages are paid to those who are competent; there are also openings on farms and ranches for man and wife with farm experience, the man to take charge or work on the farm, and the woman to do housekeeping or cooking. It is stated also that there is plenty of work for competent hands in the building trade. According to the Government census, there were 2,303,617 dollars worth of manufactured articles produced in Calgary in 1906, or 1,360,091 dollars worth more than the amount produced in any other city in Alberta or Saskatchewan. Calgary is a general divisional point on the Canadian Pacific Railway, and the lines for Edmonton and Macleod start therefrom, and the company's pay-roll exceeds a million dollars annually.

AMONG THE ROCKY MOUNTAINS.

August 10th will always remain the most memorable day of the journalists' tour throughout Canada, for it was then that they began to revel in the marvellous grandeur of the prodigious Rocky Mountains, the vast ranges of which have been truly described as "simply appalling in their immensity," and comprise "fifty or sixty Switzerlands into one." The entrance to the Rockies is from what is known as "the Gap," whence, alongside the railway at Canmore, is obtained a capital view of the "Three Sisters," a trinity of noble snow-capped peaks rising to an altitude of nearly ten thousand feet. Banff was the first stopping place in this mountainous district, and about a mile from the station

is a magnificent hotel, built by the Canadian Pacific Railway Company at a cost of half a million dollars. After luncheon had been partaken of here an enjoyable carriage drive was undertaken up a spiral drive, locally known as "The Corkscrew," between tall pines, and commanding here and there a wonderfully expansive and glorious view. A visit was paid en route to "the cave" and "basin," the former containing curious deposits of sulphur about its roof and wall, and the latter being the favourite resort of "mixed" bathers, about a dozen of whom (of both sexes) were enjoying a splash in the warm Lithia spring water. Later on, near the foot of the "Tunnel" mountain, a portion of the National Park, maintained by the Dominion Government, was passed through, and here, within a large corral, the visitors had the gratification of approaching very closely a herd of about fifty buffaloes (chiefly cows and calves), almost the last remnant of the countless bison which once roamed the adjoining plains. Within another enclosure close by were seen some specimens of other wild animals, including mountain lions, black and brown bears, and "timber" wolves. So great are the attractions of the Banff district that over thirty thousand tourists visited it last year, and this year that number is likely to be exceeded. Between Banff and Laffan (the next stoppage) are located the anthracite mines operated by the Canadian Pacific Company, whose output will shortly provide with fuel the country as far east as Winnipeg. At Laffan station vehicles were again requisitioned for the conveyance of the visitors to Lake Louise, one of the so-called "Lakes in the Clouds," on the margin of which another commodious and costly chalet has recently been constructed by the Canadian Pacific Company, and it was well filled with tourists. This hotel is situate amongst the most romantic environments, the beautiful lake in front of it being shut in on every side by glaciers of enormous height. Whilst the journalists were admiring these

they were somewhat startled by a rumbling noise resembling a prolonged peal of thunder, which it was explained, however, was undoubtedly caused by an avalanche not far distant, huge falls of ice and snow from surrounding lofty peaks being of somewhat frequent occurrence. Next morning a temporary stoppage was made fifty miles beyond Banff, at Field (British Columbia having now been reached), where another splendidly equipped hotel, also erected by the Canadian Pacific Company, was filled by nearly one hundred tourists. Some remarkable fossil specimens are found near the summit of the mountains around here, which afford a splendid and exhilarating ascent to climbers, artists, etc., who are generally accompanied by guides. A few miles beyond this (near the summit of "the Rockies") is what is termed the "great Divide," where an important river is separated, the water flowing in one direction to the Pacific and in another to Hudson Bay. For many miles close alongside the railway a tumultuous cataract races down a deep narrow gorge through a forest of spruce and balsam, the stream being swollen by numerous waterfalls from the mountain heights on either side. The Selkirk range of mountains were next reached, and in the heart of these the most notable is the "Great Glacier" rising 10,800 feet above sea level. Starting from the Glacier House Hotel the journalists, with but few exceptions, ventured upon a stiff climb as far as the ice-clad portion of the glacier itself, the writer being one of the first arrivals, but were compelled to beat a hurried retreat, as, quite suddenly and unexpectedly, heavy clouds gathered, and they were soon exposed to a pitiless downpour of rain, completely drenching them before they regained the company of their more fortunate colleagues.

INTERVIEW WITH THE MINISTER OF THE INTERIOR.

Whilst at Banff the journalists had the privilege of obtaining an unofficial chat with the Hon. Frank Oliver, Minister of the Interior, whom they met there on the day of their visit, and who accompanied them in one of their drives. In the course of conversation a point was raised as to the financial position in North-West Canada. The Minister admitted that something in the nature of a reaction was setting in owing to the fact that many people had been speculating up to the hilt and mortgaging everything they could get hold of to raise money for these speculations, until the bankers had realised that it was time to pull up. As a consequence, it was thought that there must be a setting back, but the resources of the country were such as to warrant the conviction that everything would come right. Mr. Oliver thought there was no need whatever to create a sensation. It was, he said, a purely economic matter, which was receiving due consideration. On the question as to the desirability of people leaving the Eastern for the Western provinces, the Minister stated that the eastern parts of Canada offered conditions of life more nearly resembling those in the old country, and that people from England would be likely to feel more at home there than in the prairie regions of the West. The average Englishman, as contrasted with the average Scotchman and Irishman, would, he thought, feel more settled in the East than in the West, and he mentioned that they could buy farms there quite as cheaply as they could improve farms in Western Canada, and in some cases on even more advantageous terms, in addition to which they had markets at their doors and a fertile country producing everything that man required. There was a time, Mr. Oliver stated, when they were glad to get

almost anybody to come into Canada. At that period the population was very sparse, and a man who resided probably 20 miles or more from his neighbour missed the social life, he and his family became discontented, and they left for the city. And in that way they were losing, instead of gaining, in population. That condition of things had to be stopped, and as people could not be secured from the old country they had to turn their attention in other directions, and get people from wherever they could, though not, perhaps, satisfied in all cases with the class of population which they were admitting. Now the position of matters was different. They no longer wanted that class of people, but were desirous of getting the Anglo-Saxon stock, and were doing what they could to encourage that result. In order, Mr. Oliver said, to put a check upon undesirable material coming into the country, the Government two years ago made much more stringent the immigration laws, and he added that although as yet they were considerably behind the States in the matter of stringency, the journalists would, no doubt, have seen for themselves that at the arrival ports a strict examination was provided of the persons seeking admission.

NEARING THE PACIFIC.

Leaving the Selkirks early on the morning of Monday, the 13th, a final start was made for the Pacific coast, which was reached the same evening without any further change. The distance traversed was more than four hundred miles, and the scenery en route was very varied and beautiful in the extreme. Several more mountain ranges were passed, and the railway ran along some winding gorges, and through several short tunnels, cut through the rocks, whilst it also skirted some lovely lakes and rivers, the colour of the water being green and blue respectively. The valleys alongside the Thompson and Beaver rivers are regarded as

the most beautiful garden spots of British Columbia. The eye that had been accustomed for two or three days to rocky scenery was gladdened by the sight once more of growing crops, farmhouses, and neat and trim cottages. The dry and mild climate makes this part of the country a very desirable place of residence, and some of the newly established townships enjoy such an excellent reputation for the maintenance of good health, and a very low rate of mortality, that it is jocosely said of them that it is "necessary to shoot a man before a graveyard can be started," whilst the abundance of furred, feathered, and finny game adds to their charms for tourists and sportsmen. The district around Kamloops provides excellent grazing for live stock, as the hills are covered with nutritious grass, and agriculture and fruit growing are also flourishing local industries, whilst southward is a valuable mineral region, several mines being operated very successfully. It is in this locality that gold was first discovered in British Columbia in 1857. Some distance beyond this, at Agassiz, is another Government experimental farm, where both fruit and grain are grown in great abundance. Before arriving at Vancouver a magnificent view was obtained of the famous "Mount Baker," the tallest mountain in Canada, its height from the railway track exceeding 13,000 feet, and, needless to say, it was deeply covered with snow.

VANCOUVER.

This important city (the terminus of the Canadian Pacific Railway—the distance from Montreal being 2,904 miles) was not reached until late in the evening. In July, 1886, Vancouver was entirely destroyed by fire, and every building now to be seen has, consequently, been erected since then. The city, which is designated as "the Liverpool of the Pacific," has now a population of over 70,000, having nearly doubled in about five.

years, and it is being added to by about ten thousand every succeeding year. It has extensive wharves and warehouses, its principal buildings are constructed of brick and granite, and it has many miles of asphalt streets and cement side walks, and an electric street railway. On the following day, when the journalists returned to Vancouver from Victoria, they were accommodated for the night at the Vancouver Hotel, another of the palatial buildings erected by the Pacific Railway Company. The next morning they were driven in automobiles to various places of interest, including the Pacific Coast Lumber Mills, one of the largest industries in British Columbia, where they witnessed the various interesting processes of sawing and otherwise treating huge logs of timber. Although the average daily output at these mills is about 135,000 feet of timber, the labour-saving machinery requisitioned is so effective that the workmen engaged only number about 250, a large proportion of these being Chinese or Japanese. It is a grievance of the white man employed at these and other works (and particularly in railway construction) that the Asiatics receive as much remuneration for their labour as themselves, and in more than one quarter the journalists were given to understand that this is being strongly resented, particularly as the foreigners are content to receive a smaller wage than the employers would otherwise be compelled to pay. It was only about a couple of days after the visit of the journalists, that the resentment above referred to was publicly demonstrated, and that riotous proceedings were begun which have since caused much anxiety, the agitation being taken part in by the labour unions. At these mills the daily wages averaged from three to six dollars, according to experience and the different grades of work in which the men were employed. One of the baulks of timber after being "trimmed" was about 70 feet in length, and

its end measurement nine feet in diameter, and this was called by the workmen "a little stick"! The visitors were informed that at these mills as many as 275,000 "shingles" were prepared daily, these being made from cedar trees, and utilised for roofing in substitution for tiles. Stanley Park (a thousand acres in extent) was next visited, and here the visitors saw some gigantic trees, one of them about 300 feet in height. The district is noted for its mineral as well as its timber wealth, and its great fisheries, and there is an abundance of fruit and cereals grown in the fertile lands abounding in this as well as other parts of British Columbia. Lunch was partaken of at the Club House (the company including President McMillan and Secretary Skene, of the Board of Trade), and in the afternoon another ride in an electric car was undertaken, and a visit of inspection paid to a new glass blowing industry, which had only been started a fortnight previously. No other industry of this kind, it was explained, was in existence any place nearer than Montreal, from which some skilled workmen had been imported, and they were being well paid. Other local industries include a well-equipped sugar refinery, salmon canneries, engineering works, sash and door and box factories, foundries, shipbuilding yards, cooperages, brick-making plants, quarries, etc., and so remunerative are the wages paid to the workmen that a very large proportion of the latter own their own homes. The Board of Trade report for 1906 records a most prosperous year.

VICTORIA.

A visit to Victoria, on Vancouver Island (which contains an area of 16,000 square miles), was not contemplated when the journalists' tour was first mapped out, but it was afterwards considered that the capital of British Columbia (although involving an ex-

tension of nearly 170 miles to and fro) should not be omitted from the programme. Berths were, therefore, secured on board one of the steamers crossing the Straits from the mainland, and Victoria, its population being 30,000, was sighted at daybreak. After breakfasting at one of the principal hotels, the newly-constructed one of the Canadian Pacific Co. being incomplete, the journalists accepted the invitation of the Tourist Club for a motor car drive through the city and its beautiful surroundings. The magnificent Government buildings, erected at a cost of a million dollars, were first visited, the visitors being escorted through every department, including the House of Commons itself, which, it was agreed, compared favourably in many respects with the one at Westminster. The Natural History Museum attached contained some splendid specimens, the enormous size of the salmon which abound in the adjoining waters being particularly noteworthy. The Premier (Mr. McBride) graciously accorded the journalists an interview, and expressed his regret that they were unable to spend more time in that portion of British Columbia and inspect the valuable mines which are now being rapidly developed and already paying a substantial dividend to the companies owning them, besides making themselves personally acquainted with the salmon tinning, timber, and other local industries. The Premier mentioned that the silver mines at St. Eugene were the largest of the kind in the world, and he expressed his belief that in the near future the silver obtained from them would be used for supplying the Canadian mint. He also spoke of the Granby mines having a capital of fifteen million dollars. Victoria is also said to be the centre of the best fruit growing, dairy farming, and poultry raising country in Western Canada. The drive was continued through Beacon Hill Park, and on arrival at one of the large fruit farms the party alighted, and were conducted through

a remarkably productive orchard, many of the apple, pear, cherry and plum trees being so abundantly laden with fruit that some of the branches were nearly broken down with its weight. The writer was obliged to admit to its owner (Mr. Palmer) that whilst the fruit-growing farmers of Somerset and Devon prided themselves upon the productiveness of their own orchards the latter could not compare with his, and he very kindly promised that on the following day he would have special photographs taken and forwarded to him, for exhibition in his office, of some of the trees referred to. In the packing-room, where a large quantity of Murillo cherries, very luscious and of enormous size, were being prepared for market, Mr. Palmer said that threequarters of a ton of this fruit had been picked in one day, and that the cost of picking averaged 35 cents (1s. 6d.) per hour. Whilst returning through the Gulf to Vancouver the same afternoon the steamer passed close by a shoal of whales, nearly a dozen of which were seen by most of the journalists rising to the surface, spouting, and otherwise disporting themselves, some of them in the distance resembling a large boat.

AN ALTERNATIVE RETURN ROUTE.

The return journey from the Pacific coast was made, as far as practicable, by an alternative route. With an occasional stoppage of a few minutes only at three or four stations the distance of not less than 642 miles between Vancouver and Calgary was accomplished the first day. The Selkirk and Rocky Mountains were again seen to advantage, and several other places of considerable interest as well, which had been passed through at night, on the outward trip. These included what is known as "The Loop," where the line of railway makes some startling turns and twists on the mountain slopes resembling the letter S, the construction of this zigzag

portion of it being regarded as one of the most notable railway engineering feats ever accomplished. At one point the line doubles back to within a stone's throw of itself, and by looking upwards one can clearly discern the railway cutting a long gash in the mountain directly overhead. A distance of three miles is thus covered within an area of a few hundred feet only. At another point the train, consisting of more than a dozen carriages, had to ascend a frightfully steep incline, and as many as five engines were attached to it—two in front, two in the centre, and one in the rear—the gradient being so difficult to negotiate that a good pedestrian could almost keep pace with its slow progress, notwithstanding that the "puffing-billies" were hard at work.

INTERVIEW WITH AN AGRICULTURAL M.P.

Mr. T. C. Norris, M.P. for the Lansdowne Division, Province of Manitoba, a gentleman who had successfully farmed on a large scale, favoured the journalists with his company for a good distance in the "Rainbow" car, and chatted freely with them on the prospects of emigrants, and especially those who came to Canada with the view of embarking in agricultural pursuits. He admitted that new settlers, who started without hardly any capital, had to rough it somewhat at first, but expressed himself as confident that success awaited any competent man who is willing to adapt himself to Canadian methods. He strongly recommended that a man coming to Canada without any introduction, even when possessing a small amount of capital, should first of all associate himself with a Canadian farmer and acquire a practical knowledge of some of these methods before obtaining a farm of his own, whilst farm "hands" or labourers could not, he said, do better in the first instance than apply to one or other of the

Government Emigration Offices for employment. The Canadian farmers asked for no testimonial, but saw for themselves how men, when set to do simple work, were capable of performing it, and were always willing to teach an amateur and pay him what he considered he was worth, gradually increasing his remuneration as he became more useful. Willingness to learn and plenty of "grit" was what the Canadian farmer most appreciated, and a labourer could enter on his homestead of 160 acres in the first or second year, and break the necessary 15 acres in each of his first three years in order to secure his title. When working near his homestead his master would be found willing to help him with the loan of a team, or he might employ his surplus wages in putting up a shanty and living on his own homestead in the Winter, his earnings being supplemented by the products of the land he had broken. The labourer working for wages for three or four years might reasonably expect to save during that period as much as £100, and to have forty or fifty acres on his homestead at the expiration of that period in some degree of cultivation. Then (Mr. Norris added) he should get a plough, costing about £4 10s.; a waggon, £8; a team of oxen (which is recommended in preference to horses), £30 to £40; and spend £20 on his shanty. Many a willing and capable man has pursued this course very successfully, and the success of the effort is very largely dependent upon his own exertions and determination. Farm "hands" who go to the places recommended them through Government agencies, and are found willing to adapt themselves to the local conditions, will (Mr. Norris declared) find themselves treated as one of the family and supplied with abundance of substantial food. The homesteaders in the remote country districts establish what are called "beef-rings" for the supply of fresh meat, taking it in turns to slaughter one of their beasts for the purpose of sharing it with their neighbours.

CALGARY REVISITED.

Automobiles were requisitioned at Calgary both morning and afternoon. The first drive was to the entrance or head gates of the famous Irrigation Canal before referred to. It was explained that by means of this irrigation system, undertaken by the Canadian Pacific Railway Company, at least one half of the three million acres owned by them, extending 150 miles alongside their main line, will be immensely benefited thereby. This block of three million acres has been divided into three sections—western, central, and eastern. The work in the former has been already completed and that portion of the block is rapidly filling up with settlers, who are doing well. When the underdrainage is finally completed it is estimated that the cost will not be less than five or six million dollars. To induce settlers the land has been put upon the market at a moderate figure, and it is found to be extremely well adapted for the cultivation of Winter wheat, oats, barley, rye, flax, and fodder crops. On a tolerably high elevation on the opposite side of the river a splendid panoramic view is obtainable of the well-built city of Calgary, which has now a population of 22,000, this having been more than trebled within five or six years. The Dominion Industrial census shows that Calgary is now, with the exception of Winnipeg only, the greatest manufacturing centre between the Great Lakes and Vancouver. In the afternoon the journalists were driven to Baldregran Stock Farm, the pretty residence of Mr. John A. Turner, a gentleman from Edinburgh, who told the journalists that he came to Canada twenty years ago without any capital, and first worked for a carpenter. After accumulating a little money he built a small homestead for himself and began farming pursuits. He is now a very successful breeder and importer of Clydesdale horses, Shorthorn cattle, and Shropshire sheep, and has been awarded numerous

champion and other prizes for his horses, etc., at shows held at Winnipeg and elsewhere throughout the Dominion. The writer was informed by a well-informed Government official that in this mixed farming district good farm hands were paid as much as from 45 to 50 dollars per month, in addition to their board, during the harvest season, and 35 dollars and their board during the Spring, but he admitted that in the Winter time a large proportion of them, at least, were obliged to undertake work in the lumber camps, etc. Teamsters were paid at the rate of sixty dollars per month, but had to board themselves, which they could do, he said, at a cost not exceeding four or five dollars per week. On being questioned respecting the allegation that several mechanics and others who had come to this part of the Dominion were unable to obtain constant occupation, the official referred to maintained that these were altogether inexperienced men or "loafers" who were not disposed to do such a day's work as could reasonably be expected from them. On the other hand some of the journalists were informed by a Trades Union official, and a member of the Reception Committee on the occasion of Mr. Keir Hardie's recent visit, that as many as 150 carpenters, masons, and other mechanics, owing to slackness of work, were glad to undertake haymaking, etc., and that the cost of living was much dearer than at home, the price of a 2lb. loaf, for instance, being fivepence, and of a two-roomed "shack" £3 per month. He considered that mechanics who can obtain constant work in the old country, and earn there from 32s. to 35s. per week, had better remain at home than come to Canada.

RED DEER.

The next stoppage, but only a very short one, was at "Red Deer," where the civic authorities had arranged

for an official reception and a motor drive, but as it was raining heavily the Mayor and several other gentlemen contented themselves with entering the "Rainbow" car and welcoming the British journalists to their town, at the same time furnishing each of them with an illustrated local guide as a souvenir of their visit. "Red Deer" was described as a good mixed farming district, and it was stated that as many as 3,000 homesteads were to be found within a radius of thirty miles, but there is still a large tract of unoccupied country eastward of the city. The members of the deputation were interested to learn from the writer that in his locality the red deer (from which their town took its name, but had now been exterminated in their part of the Dominion) were being hunted by the Devon and Somerset Stagbonds.

WETASKIWIN.

Wetaskiwin was the next station at which the journalists alighted, and here also a motor drive had been arranged for, but was abandoned for the same reason. The visitors were, however, entertained at lunch at the Prince of Wales Hotel by the Reception Committee, and the customary speeches were delivered, in the course of which it was stated that the wheat grown here, samples of which were distributed amongst the journalists, averaged forty bushels to the acre. There are as many as six large elevators here, and during the season they are frequently closed on account of being full. A large flour mill here is also for the most part working double shifts to keep up with the demand for its output. The logging and lumber industry is also very active in this district, which it is hoped will soon become a big railway centre. About 4,000 head of cattle are exported annually from Wetaskiwin, many of which are sent direct to Montreal for shipment to England, whilst good markets are obtained

for the market produce. Agricultural labourers employed by the year are paid about twenty dollars a month with keep, and from 2 to 2½ dollars a day are earned by men engaged during the harvest season.

STRATHCONA.

At Strathcona nearly a dozen pair-horse carriages were found to be in waiting at the station for the conveyance of the journalists, the civic authorities (including the Mayor) and others through the city, and on to the closely adjoining and far more important one of Edmonton, separated from each other by the river Saskatchewan, but the ride was rendered less enjoyable by the extremely unfavourable weather conditions, which had converted the roadways into a perfect quagmire. It was explained that the difficulty experienced in constructing the roadways in this locality is the inability to procure gravel and other necessary material; although it may here be remarked that the experience of the journalists in many other places they visited throughout the Dominion, both large and small, was that the local authorities seem, apparently, to pay far less attention to their roadways and pavements than the construction of buildings and the provision of a good supply of water and an efficient system of sewerage and lighting by means of gas or electricity, whilst most of the municipalities also own the telephones and street cars. Strathcona, which obtained incorporation as recently as March last under the name of the well-known and popular High Commissioner, is situate more than two thousand feet above the sea level, and is a very desirable place of residence, for although so far north it has a warm and equitable climate, as evidence of which it was stated that horses can be grazed out all the Winter, while cattle and sheep need be housed and fed under shelter for only about three months. Although grain raising in this district brings good returns, it is

in mixed and dairy farming in particular that the farmer here makes his greatest profit. Strathcona, having now a population of nearly 5,000 (as compared with 300 only twelve years ago), has been selected as a site for the erection of a provincial university building.

EDMONTON.

At this important city, which is the capital of the Province of Alberta, having an acreage of 281,000 square miles, the journalists were welcomed, amongst others, by the Hon. A. C. Rutherford, the Premier, who informed them that whereas ten years ago the province had only a population of 20,000 it has now increased to 250,000, its colonisation having even now only reached its initiatory stage. The city of Edmonton has now a population of 15,000 (as compared with 2,650 in 1901), and is increasing rapidly, most of the emigrants establishing their headquarters in this district during the past two years having come from "the old country," and not a few are at present living under canvas pending the erection of buildings. Its location, high on the banks of the Saskatchewan, is delightful and very healthy. A sum of a million and half dollars is to be expended in Edmonton in the erection of Parliamentary buildings, and it is generally admitted to be the centre of one of the most prosperous agricultural districts throughout the Dominion, the "black" soil throughout an extensive area around it being of the greatest possible fertility. There are a large number of homesteads of 160 acres each still available near Edmonton, and these are being taken up rapidly on payment of the principal fee of ten dollars only per acre, what is called "improved land" being also obtainable at from fifteen to twenty-five dollars per acre. There are several handsome buildings in Edmonton, which has as many as thirteen churches, several first class educational

establishments, and ten large modern hotels. Edmonton also owns its own waterworks, electric light, telephone and tramway systems, and its assessed valuation exceeds seventeen million dollars. Alderman Daly, a gentleman who came from Ireland and settled in this part of the Dominion, where he has "made his pile" in mixed farming, showed the writer some magnificent specimens of grain and other crops of his own growth, and of others raised in various parts of Alberta, and which, at the request of the Board of Trade, he had collected for exhibition at Toronto and other large centres throughout the Dominion. Amongst these were bunches of wheat six feet in height, and equally good specimens of oats and barley, etc., for some of which he had, in former years, obtained excellent awards by the Government Inspectors. These productions were raised on land which has only required occasional turning, and has not been manured during his twenty years' occupation; in fact, Mr. Daly (who presented the writer with some packets of seeds for the inspection of home growers) said the ground is so rich that the application of manure would do more harm than good. During the Spring and Summer good farm hands in the Edmonton district are paid from twenty to thirty dollars per month, with board and lodging, and if disposed to make themselves generally useful they can be guaranteed employment at a lower rate of wages throughout the remainder of the year. As many as eleven coal mines are in operation in the Edmonton district, producing about 800 or more tons daily, and these also afford remunerative employment for a large number of unskilled workmen. Gold dredging appliances, at a cost of 100,000 dollars, have just been put into operation on the Strathcona side. The journalists were entertained at dinner at Edmonton by the Board of Trade, Premier Rutherford and Major Mills being among the company, and in the evening they were the guests of the Edmonton Club.



CANADIAN NORTHERN.

A distance of about 1,300 miles beyond Edmonton was covered by the journalists on the Canadian Northern Railway (the company being represented by Mr. Arthur Hawkes, another very genial and well-informed companion), the "Rainbow" Pullman car being transferred to it at this point from the Canadian Pacific. The district thus traversed, described in the guide books as the "Garden of the Empire," was mainly through the Saskatchewan belt, a good deal of it running almost parallel to the famous river of that name at distances varying from ten to thirty miles. The soil throughout the greater part of this district is wonderfully fertile, consisting of a heavy black loam with a clay subsoil, and is admirably adapted for wheat cultivation, as is testified by its prolific yield.

THE BARR (ENGLISH) SETTLEMENT.

Through the Vermillion Valley and on to Lloyd-Minster—a country possessing a very rich soil of black loam, having a park-like appearance, being dotted here and there with beautiful groves and native poplars, and abounding in streams—is what is well known locally as "The Barr Settlement," or "The English Colony." This celebrated movement commenced through an organisation in Great Britain in 1892. Early in the Spring of that year about two thousand of our countrymen, including their wives and families, left England to establish a colony in the beautiful district referred to. They purchased their equipment at Saskatoon, about 200 miles from their chosen settlement, and "trecked" this distance with their horses, oxen, and waggons across the plains to establish a home for themselves and their posterity. About twenty days were occupied in making their way to their destination, and

they had en route to camp by the wayside and do their cooking on the plains, but they displayed, with much fortitude, the tenacity so characteristic of their race. Some time, however, after arriving at their destination a certain amount of disaffection arose between many of their number and the Rev. J. M. Barr, who had conducted their party, and that gentleman left them, his present whereabouts, seemingly, being unknown. This led to the British settlement becoming divided, and whilst about one half remained at Lloyd-Minster, the remainder established themselves about twenty miles north of Battleford, or nearly 130 miles from the original location. The new colony, now known as the "Jack Fish Colony," was founded very largely through the instrumentality of Mr. C. W. Spiers, general colonisation agent for the Dominion Government—a gentleman who accompanied the journalists through a large portion of their tour, and to whom they were indebted for much valuable information. It should be added that the Canadian Government made ample provision to ensure the safety and comfort, as far as possible, of the British colonists whilst making their way to their respective settlements, which they could not fail to appreciate. Canvas tents, for instance, were erected for them every twenty miles containing supplies of fuel and food for themselves and their horses, and in addition a patrol followed them to render them much needed assistance when travelling through the prairie, and in this good work Mr. Spiers was aided, amongst others, by Mr. G'Ens and Mr. George Langley, both of them now members of Parliament, who also accompanied the journalists on part of their journey. It may be noted that there was as little interference as possible with the arrangements of the Britishers by Mr. Spiers, who also made satisfactory arrangements for ensuring their comfort during the first Winter of their settlement. Barracks were provided for the accommodation of a large number of the families, a thousand

dollar fund was set apart to meet any emergency, and the Government officials were very vigilant in their attention to the requirements of the colonists. Seed grain was afterwards supplied them by the Government to enable them to sow their cultivated land, and produce sufficient for their livelihood. The colonists themselves manfully struggled through their pioneer difficulties, and were accorded so much consideration by the Colonial Government that they recognised they were to some extent specially favoured. To-day their wheat fields in particular are looking remarkably well, and the growth of their commercial development is eminently satisfactory.

A LARGE FOREIGN COLONISATION.

About fifty miles north-east of Edmonton and beyond it, covering a large area, are some large settlements of foreigners, inhabited mostly by Austrians. The first settlers consisted of ten families only, who commenced life there with a collective capital of a thousand dollars (about £200). Five years later a careful estimate of the worth of their holdings showed an accumulation of about £700 sterling. They kept increasing very rapidly, until now the Austrians (chiefly Gallacians) number about 32,000, and they are said to be a thrifty and frugal people, and manifest a ready adaptability to local customs and usages. Other nationalities have in recent years established settlements not far distant, including as many as 25,000 Germans, 6,000 French, and 1,500 Russian Moravians. Some of the Scandinavian races are also represented, including Swedes, Finns, Hungarians, and Norwegians.

VEGREVILLE.

At Vegreville (where only a short interview took place with the Reception Committee) a typewritten

address of welcome was presented to each of the journalists by members of the Board of Trade and on behalf of the citizens, expressing regret that time did not admit of an inspection of the town, which has grown to its present dimensions within the short space of eighteen months, and has now about a thousand inhabitants. It was stated that in this district the rich black loam alluvial soil, with clay subsoil, is peculiarly adapted to wheat raising, and that settlers can obtain it closely adjacent at a comparatively low price, whilst further afield valuable homesteads are available, together with stretches of fine ranching land.

LLOYD-MINSTER.

At Lloyd-Minster also the large deputation of townsmen on the platform, including the Mayor, were disappointed that a longer stoppage could not be made, particularly as this town is so well known in connection with "the Barr" or English colony before referred to. Lloyd-Minster (like so many other new townships) has made very rapid growth. Prior to the advent of the Barr Colony (the journalists were informed) there were but a few rough habitations, whereas the inhabitants now number about 1,200. The town is built on the border line of the Alberta and Saskatchewan provinces, and is not only the centre of an excellent wheat-growing area (including several patches of from 75 to 100 acres each), but can boast of good mixed farming and ranching lands as well. Mr. Hutchinson, one of the deputation above referred to—a gentleman who fills the position of Government Inspector, one of the duties assigned him being that of giving advice and practical instruction to homesteaders in checking the growth of noxious weeds, and who has recently completed a tour extending over a thousand miles for this purpose—stated that he came out from "the old country" about the same time as the Barr Colonists.

He had (he said) only a few dollars remaining after taking up his homestead and purchasing his team of oxen, waggon and plough, but he now values his holding at five thousand dollars, and in addition he owns stock and machinery, and a share in a threshing plant, which also yields a fair income. Mr. Hutchinson added that the crops in the cultivated areas are very abundant, and that splendid cattle are being raised in the ranching districts without the aid of grain or cake. The prices paid to farm hands in the Lloyd-Minster district were stated to be from 25 to 30 dollars a month and board, whilst good mechanics secure as much as from three to four dollars per day.

OLD AND NEW BATTLEFORD.

The Mayor (Mr. Hall) and several other gentlemen from Lloyd-Minster accompanied the journalists to the next station at Old Battleford, originally the capital of the north-western territory that in the earlier days looked toward the Hudson Bay as its natural outlet to the markets of the world, and here they were very hospitably entertained, the dinner tables being beautifully ornamented with floral and other local products. North Battleford (or, as it is sometimes called, "New Battleford"), closely adjacent, was visited the following morning, and astonishment was expressed that, although no house was built here two years ago, a very decent township, with 1,400 inhabitants, has already sprung up, with banks, hotels, skating rink, music-hall, etc. A large number of warehouses are constructed, and new lines of railway are projected, which will be of immense benefit to both Old and New Battleford. Ten thousand acres of wheat were raised in the district last year, and a rapid influx of new settlers is anticipated. Carpenters and other mechanics are badly needed here, and can obtain profitable employment.

SASKATOON.

At Saskatoon, which is locally described as "the great railway centre of the prairie provinces," the three great transcontinental systems having adopted plans for serving the city, a long line of carriages was found in the station yard awaiting the arrival of the journalists, who were accompanied in their drive by many of the leading citizens, including the Mayor (Mr. Wilson), Mr. Davis (one of the Dominion Senators), and three members of Parliament. This city is a finely built one, and has a population of nearly 7,000, although five years ago the number of its inhabitants only slightly exceeded one hundred. During last year the amount expended on public buildings was half a million dollars. All round it for many miles in extent the prairie country is now being occupied with farmhouses or "shacks," and last year the harvested crops averaged from 35 to 45 bushels per acre, whilst the oat crop yielded about a hundred bushels, and barley from 45 to 60 bushels per acre. As many as 800,000 bushels of wheat were marketed in Saskatoon last year, and it is pretty generally acknowledged that investors in land cannot do better than obtain sections in this district.

ROSTHERN.

Situate almost midway between the important cities of Saskatoon and Prince Albert the town of Rosthern occupies the position, according to the guide books, of "the largest individual wheat shipping point in Western Canada." It has as many as eight large elevators, and it is asserted that as many as a million bushels of wheat were sent out from Rosthern last year. Brick clay, recognised as some of the best available in the province, is abundant on one side of the town, where one large brickyard has already been established, and there are openings for others. The present popu-

lation is 1,200, and it is rapidly increasing. The journalists were welcomed on the platform by a deputation of the townspeople, who had arranged for a motor drive which had to be abandoned.

PRINCE ALBERT.

At this important town, described as "the gateway to the Hudson Bay," and situate at the fringe of the prairie, the population has increased from 600 to 6,000 in ten years, and it boasts of having the best mixed farming lands in the North-West. The journalists were met here, amongst others, by Senator Davis (of the "Upper House"), the Mayor, and the President, and ex-President of the Board of Trade. The first place visited was an extensive lumber factory, erected on the site of one destroyed by fire four years ago, and at which as large a quantity as 400,000 feet of timber is dealt with every twenty-four hours. About 700 men are employed here (in three relays of eight hours each) by day and night, and in the Winter time this number is nearly doubled by an influx of small homesteaders and others, whose agricultural work is then very slack. Experienced men are paid at these works from 30 to 35, and inexperienced men from 22 dollars and upwards per month, whilst housing accommodation and their board is also provided for them. The company owning these mills (two of the directors, it is reported, being millionaires) have 600 square miles of forest from which they obtain the timber required. There are three other lumber works at Prince Albert, and it is stated that in the aggregate nearly half-a-million feet of timber undergo the various processes of treatment, the logs in many instances being reduced to laths in a few minutes by the up-to-date machinery brought into requisition. The journalists afterwards, by invitation, visited Bishop Newham at his residence, where they were also introduced to Archbishop Mathe-

son, of Prince Rupert's Land. The Bishop informed the writer that many years ago he came to Canada from Bath, of which he had many fond recollections, and desired him, through the medium of the "Somerset County Gazette," to present his compliments to his friends in "the old country," whilst the Archbishop, who is a Canadian by birth, told him that as recently as last year he passed through Somersetshire, and preached at Exeter Cathedral in aid of the Church Missionary Society.

JOURNALISTS AT THE PLOUGH.

At Worman (a junction of the Canadian Pacific and Canadian Northern) there was an unusually long stoppage, and here, on the adjoining prairie, several of the journalists had the novel experience of being harnessed to the plough, two or three of them being complimented on turning good furrows, whilst others, it must be confessed, were, to say the least of it, very "crooked."

VONDA.

At a station some distance beyond this the "Rainbow" was entered by a deputation from the town next visited, each of them carrying gaily decorated wands, with the word "Vonda" (the name of the town referred to) printed on satin appended thereto, and when the small township, which had sprang up within a few months, was reached the platform and its vicinity was found to be crowded with its inhabitants of both sexes, numbering in all about three hundred, and including Mr. Grant, a member of the Provincial Government. A table, surmounted with the Union Jack, was laden with a capital exhibit of local products (wheat, vegetables, and fruit), and before the departure of the train, after brief speech-making and the presentation of an address, the enthusiastic crowd sang a verse

in the National Anthem and "For they are
 my good fellows," all this taking place on a
 Sunday. In a little booklet on "Vonda" it is
 stated that "only 25 per cent. of the district is yet
 under cultivation," and that there is not to be found
 there any "sticky mud or mosquitoes!" It is a note-
 worthy fact that there was sent from this little town
 of mushroom growth last year as large a quantity as
 75,000 bushels of wheat. This wheat production repre-
 sented sixty pounds to the bushel, making a total of
 forty-five million pounds, or about one pound of bread
 apiece for every man, woman, and child in the United
 Kingdom.

The main brief stoppages (the province of Manitoba
 having again been reached) were at "Gladstone" and
 "Parage La Prairie," where there is a complete network
 of railway communication, including connections with
 the Canadian Pacific Grand Trunk, Canadian Northern,
 and the Great Northern.

HUMBOLT.

Although the population of this township at present
 hardly exceeds 500, there is every indication of its
 rapid development. The production of wheat here last
 year was 272,300 bushels, the yield averaging thirty-
 two bushels per acre. An extensive and prosperous
 industry has been established here by Mr. Anderson, a
 Dane, who was induced to start it by the encourage-
 ment afforded by the Government, which made him a
 grant of land and ten years' freedom from taxation.
 The industry affords employment to a good number of
 workpeople and for the eight months of this year Mr.
 Anderson is expecting to produce 40,000 lbs. of butter,
 as compared with 32,000 last year. Mr. Anderson also
 gratefully acknowledged the assistance rendered him
 by the Canadian Northern Railway Company in afford-
 ing cheap rates of transportation, and the opening up
 of markets throughout the district.

THE RETURN TO WINNIPEG.

AN EMIGRANT'S EXPERIENCE.

On their return to Winnipeg on Tuesday, 20th August, the journalists interviewed, amongst others, at the head immigration office (the introduction being effected through the instrumentality of Mr. J. Obed Smith, the Commissioner of Immigration), Mr. James Patten, formerly of London, an emigrant who came over to Canada, with his wife, in March, 1900, and who related to them his own experience, which is typical of numerous other cases that had come under their notice. With only 75 dollars (representing £15 in round figures) in his possession, he took up a position at Benito, about 500 miles from Winnipeg, in the province of Manitoba, and about 25 miles from Swan River, where, he was informed, there was good land open for settlement. He selected what is termed a "quarter section" of land, for which he paid ten dollars only, and obtained the necessary "permits." He first of all secured a sufficient quantity of lumber and other material to erect his "shack," and with the assistance of another man "broke" five acres of land the first year. A portion of the time he earned 25 dollars per month, with board, whilst assisting in railway construction, and the same amount in working also at a saw mills. He managed to pay his way the first year, and purchased a cow with his savings. The second year most of the oats he grew were destroyed by a hailstorm, and he used it for fodder. He was assisted by another settler, and his wife did some work for a neighbour, earning 40 dollars per month. During the second year he also assisted some neighbours, as is customary, in harvesting, earning 35 dollars per month, with board, for two months. He gradually secured more land, and improved his homestead, and the third year he raised 180 bushels of wheat and 250 bushels of

oats, and bought a yoke of oxen. He had now the necessary farm implements, a team of three horses, seven head of cattle, a buggy, and a hundred acres in crops, namely, 71 in wheat, 5 of barley, and 4 of "timothy" hay, and there had been no application of manure. He reckoned he was now worth about fifteen hundred dollars. Mr. Patten was pleased to show the journalists a collection, which he had brought for the purpose, of specimens of his own productions, including wheat, barley, oats, and almost every description of vegetable, and they were generally acknowledged to be of remarkably fine quality.

Before leaving Winnipeg some further particulars were gleaned of its marvellous rate of progress as a manufacturing centre. Its population to-day of 110,000 has increased by about 25,000 within a year. The expenditure on building operations in 1906 was no less than two and a half millions sterling. Five great railways focus at this point, and at the present moment it may be said without exaggeration that Winnipeg is the centre of nearly 10,000 miles of railway lines in full operation, to which some 5,000 miles will very soon be added. The distance which separates Winnipeg from the manufacturing cities of Eastern Canada—one thousand miles—coupled with the possession of unlimited cheap hydro-electric power which is available for manufacturing purposes, at a price less than one-half that of steam power, confirms the present local industrial development and guarantees its future. The range of industries at present is conditioned by the local labour supply, and is confined to the primary needs of a growing community. In 1906 some thirty new factories were erected within the city limits, and a few years will undoubtedly suffice to see the establishment of branch factories from the East replacing the distributing wholesale houses which occupy at present whole blocks of splendid buildings. Like other progressive cities, Winnipeg possesses a

characteristic Industrial Publicity Bureau, which loses no opportunity of inducing manufacturers to pitch their camp in a centre remarkable for the natural convenience of its location, its unsurpassed railway facilities, and as being the best labour market in Western Canada. To these favourable conditions are added the offer of twelve years of flat rate valuation assessment, and of power supplied by the municipal hydro-electric plant at eighteen dollars or less per horse power per annum, a rate which is at present hardly equalled by the largest power installation at Niagara, or elsewhere in Canada.

RAINY RIVER.

The strangely-named town of "Rainy River" was reached about noon on the following day. This town, having a population of 2,100, though it is one of only five years' growth, is only separated from the United States (Minnesota) territory by the river which runs from Rainy Lake to the "Lake of the Woods," and thence to Winnipeg. A visit was first paid to another extensive lumber factory, or saw mills (one of three which the town can now boast of). The engine for supplying the motive power driving the machinery is of 900 horse-power, and the average output of the day and night shifts in twenty hours is 400,000 feet. Three capacious and handsome steam launches were placed at the disposal of the journalists, who were accompanied by their owners and other gentlemen on a delightful cruise of about twenty miles on the river, nearly one-half of the waterway for a considerable distance being occupied with an enormous quantity of floating logs, properly secured for feeding the factory, these being continually supplied from neighbouring forests. Dinner was partaken of at the principal hotel, under the presidency of the Mayor, the company numbering

about a hundred. The guests included Mr. Shaw, traffic manager of the Canadian Northern Railway, who had favoured the journalists with his society on a portion of the journey on that company's line, which extends from Edmonton to Port Arthur, a distance of nearly 1,300 miles. In responding to the toast of his health, Mr. Shaw foreshadowed the extension schemes now in operation, or projected by the company, including a terminus at Hudson's Bay. Another of the guests was Mr. J. H. Wilson, a fellow Exonian with the writer, to whom, before leaving "Rainy River" (of which he is an esteemed townsman), he very kindly presented, as a souvenir of his visit, a pair of moose skin slippers, the animal having been shot by Mr. Wilson, and the slippers very handsomely worked in coloured beads, etc., by Indians, who have a large reservation a few miles distant.

PORT ARTHUR AND FORT WILLIAM.

The following morning the visitors once more passed Fort William and reached Port Arthur, obtaining en route a somewhat distant view of the famous Kaka-beka falls (212 feet in depth), where those towns derive their motive power for electricity, etc. Port Arthur, which has increased in population from 3,150 in 1900 to 14,000, occupies a commanding position at the head of Lake Superior, one cause of its rapid prosperity being the location here of the Northern Railway terminals. It is interesting to note that Lord Wolseley bestowed upon Port Arthur its first name "Prince Arthur's land" at the time of the Red River Expedition, which he commanded in 1870, in honour of H.R.H. Prince Arthur Duke of Connaught, at that time a young soldier serving in Canada. The Government has recognised the importance of the harbour by planning for the extension of its breakwater and other

improvements at a cost of three million dollars. Port Arthur is also the centre of what is believed to be an inexhaustible store of varied mineral wealth, the development and production of which is regarded as being now only in its infancy. The city has acquired and set aside a large tract of land for manufacturing industries, which are being centred here as they have the markets of the growing West well within their grasp. One of the most important industries visited was that of the Atikokan Iron Company, whose blast furnace, etc., was erected during the past year at the cost of a million dollars. Air pumping machinery is requisitioned, and the ore smelted at these works is obtained from the company's own mines, at which a large number of hands are afforded constant and remunerative employment. The Canadian Northern Coal and Ore Dock is owned by the same company, and their plant, comprising the most modern and up-to-date appliances, is capable of unloading 30,000 tons daily. The Canadian Northern Railway Company own at Port Arthur immense grain elevators, one of which is claimed to be "the largest in the world." This was visited by the journalists, who ascended by a lift to the upper floor (130 feet high), whence a magnificent view was obtained of the city and the harbour, one of the finest in Canada. After a short and enjoyable steamboat cruise in the bay and through a portion of Lake Superior, lunch was partaken of at the chief hotel, the company including the Mayor and President of the Board of Trade.

Before leaving Port Arthur some of the journalists paid a short visit by electric car to Fort William, two or three miles distant only, where the writer hunted up a namesake and family connection holding the position of manager of the Union Bank. Fort William has now a population of 13,000, and is another very important divisional point. The harbour is noted for its great coal docks and large grain elevators. Fort

William, though more directly connected with the Canadian-Pacific Railway Co., which gives as much preference for it as does the Canadian Northern Co. for the twin city of Port Arthur, has had the good fortune to be selected as one of the railroad terminals of the Grand Trunk Pacific Railway Co., and is expecting to reap a rich harvest from the extensive switching and sorting yards to be provided by the last-named company, which is also credited with the intention of erecting here four more large elevators.

OTTAWA.

The capital of the Dominion, and headquarters of the Government, of which a description was given in this journal last year, was reached at an early hour on Sunday, 25th August, and, as previously arranged, a deputation from the Press Club welcomed the visitors at the railway station, and escorted them to the Russell Hotel, where they were entertained at breakfast. Subsequently they took part in a motor ride through the city and its beautiful surroundings. The first visit was paid to the Parliamentary buildings, where the writer, in May of last year, had the privilege of interviewing the Premier, Sir Wilfrid Laurier. The journalists were admitted to the House of Commons, and also the library, the shelves being stocked with 30,000 volumes, and in which is a magnificent and costly statue of the late Queen Victoria. The drive was continued through a beautiful park, 200 acres in extent (purchased and laid out by the Government), a great portion of which overlooks the Ottawa river, and on to the Chaudiere Falls, in the vicinity of which is an extensive lumber yard. A Volunteer encampment, in an elevated position, was passed close by, and as the roads were in splendid condition, in strong contrast with the former experience of the visitors, the drive throughout proved a thoroughly enjoyable one. Subsequently, another

drive of several miles was undertaken on an electric railway to Aylmer, where luncheon was partaken of at the Victoria Hotel, on the borders of the lake—a very attractive Summer resort. Sir Frederick Borden, Minister of Militia (who received the honour of knighthood in consideration of his valuable services in organising a Volunteer force for the South African war), presided, and cordially welcomed the British journalists, expressing a confident hope that the friendly relationship between the two countries would be strengthened by their visit to the Dominion, and that it would also result in the Atlantic being crossed by a larger number of English tourists, new settlers, and emigrants of the right stamp.

INTERESTING PRESENTATIONS.

On the way down from Ottawa to Montreal a very pleasing function took place in the "Rainbow" car, the journalists presenting Mr. W. J. White, the Dominion Government representative, with a handsome silver inkstand, and Mr. Harry W. Charlton, representative of the Grand Trunk Railway, with a beautiful silver cream jug, in token of appreciation of the great courtesy and kindness shown by those gentlemen, who had accompanied the visitors throughout the greater portion of their tour, and to whom they were indebted for a great deal of valuable information. The interesting presentation was accompanied by speeches of a felicitous character. Other gentlemen who had rendered the journalists similar assistance on various parts of the journey (though not for such a long distance) were Mr. T. Crawford Norris, M.P. for Lansdowne, Manitoba; Mr. W. J. Kennedy, Mr. O. W. Spiers, of Winnipeg, and Mr. Fortier, of Ottawa, representing the Dominion Government; Mr. Arthur Hawkes, representing the Canadian Northern Railway; and Mr. W. T. Hobson, advertising agent of the Canadian Pacific Rail-

way Company, residing at Montreal. It may be added that Mr. Taylor, the efficient and obliging steward on the "Rainbow" car, whose services were specially requisitioned in connection with this tour of the journalists, and who was very attentive to their requirements, was also the deserved recipient of a substantial gift.

MONTREAL.

This city (having a population at the last census of 267,730) was again reached, on the return trip, on Monday evening, 26th August, and dinner was partaken of at the Windsor Hotel. The visitors rambled about the busy city, inspecting its public buildings and principal features of interest, whilst on the following morning some of them ascended Mount Royal by the "lift" railway. An inspection of the celebrated collection of curiosities in the old public museum proved very interesting, as did also a visit to the German warship "Bremen," which had just arrived at Montreal, its officers being entertained the following evening by the civic authorities at the Place Vigor Hotel, belonging to the Canadian Pacific Railway Company. A pleasant evening was spent by the writer at the beautifully situated residence, at the foot of the mountain, of Mr. James Taylor, (formerly of the "Somerset County Gazette"), and he also renewed the acquaintance of Mr. T. E. Reade, traveller for a large textile manufacturing company in Montreal, a fellow passenger with him last year on the "Lake Manitoba." To this gentleman he was indebted for several introductions, whilst an opportunity was afforded him, through his instrumentality, of visiting some of the largest industrial establishments. These included the "Standard" Shirt Factory, where employment is found for about two thousand hands, whilst another factory, of considerably larger dimensions, is

being erected alongside it. The manager (Mr. Gordon) informed the writer that he can guarantee permanent employment for several hundred girls, who are willing to learn, at wages averaging from five to eight dollars weekly, whilst those who have a previous knowledge of sewing machines, etc., can earn, at piecework, £2 per week. Another similar establishment visited was that of J. P. Black and Co., who manufacture all kinds of ladies' underwear. This factory is splendidly equipped throughout, and as many as six hundred first class high-speed sewing machines, combining all the latest improvements, are requisitioned, whilst Mr. Black, the managing director (who is stated to be a millionaire), informed the writer that they could double their output if able to obtain a sufficient number of hands. He further stated that any industrious girls coming from England and previously communicating with him, would be met on their arrival, and at once supplied with board and lodging until making their own arrangements. This gentleman and others recommended that girls coming from the old country should be accompanied, if possible, by their parents or brothers, who (especially skilled mechanics) could also readily find employment in one or other of the big manufacturing industries in Montreal, where manual labour is sorely needed. The girls are employed nine hours daily, have no treadle machines to work, are provided gratuitously with tea on the premises, and only work in the forenoon on Saturdays. Employers of labour in this city complain that so large a proportion of emigrants from England make their way into the interior of the Dominion without applying for work, so easily obtainable in Montreal. Whilst at Montreal the writer received a letter, dated from Ottawa, from Mr. F. A. Acland (formerly of Bridgwater, and whom he met last year in Toronto) expressing regret that he had not met him in that city, and stating that he had left the "Toronto Globe" having accepted the Government

appointment of secretary of the Department of Labour, and had thus withdrawn from the "strenuous life of journalism." He added: "I should greatly have enjoyed a chat once more about old Bridgwater, and I trust you will remember me most kindly to any there who may not have forgotten me." The Montreal papers of the same day gave some details of an important "strike" difficulty which Mr. Acland, in his official capacity, had been instrumental in effecting a settlement of, and congratulated him on his success.

ILLNESS OF ONE OF THE JOURNALISTS.

FATAL TERMINATION.

Although not forming part of the original programme, the journalists accepted an urgent invitation to visit the maritime provinces before leaving Canada, and this was partly the reason, it is believed, why they were hurried so rapidly throughout the western and northern portions of the Dominion. Two or three days previously one of them—Mr. J. M. Attenborough, of the "Manchester Guardian"—began to manifest symptoms of illness, and a doctor was called into the car to see him, but expressed a hope that he would soon rally. Before his arrival, however, at Montreal he became worse, and Dr. A. W. Stewart, medical officer in the employ of the Dominion Government, was sent for. He at once declared that it would be impossible for Mr. Attenborough to continue the journey, and the writer, who had shared the same cabin with him across the Atlantic, voluntarily agreed to remain with him. A double-decked room was engaged at the Place Vigor Hotel, and notwithstanding the attention paid him the sufferer spent so bad a night that early on the following morning Dr. Stewart insisted on his removal to the (Glencarry private) Hospital, whither the writer accom-

panied him in an ambulance. Mr. Attenborough first complained of pains in the abdomen, but the medical diagnosis indicated bronchial trouble as well, and subsequently it transpired that his heart was also affected. Unfortunately the symptoms became graver day by day, and Dr. Stewart, as well as another medical gentleman attached to the institution, declared it would be impossible for him to return by the Virginian or any other boat for, perhaps, some weeks hence. The writer kept his colleagues informed by wire of the condition of the sufferer, and also wrote a couple of letters to his brother, who is sub-editor of the "Manchester Guardian," the sufferer being so prostrated as to be quite incapacitated for writing or even dictating any message. The parting with him under such melancholy circumstances, more than three thousand miles from his home, was an extremely painful one, the only consoling feature being that the medical gentleman, matron, and nursing staff were extremely kind and attentive, and that the writer was given an intimation that the Government authorities would spare no effort or expense in providing every necessity. On his arrival at Quebec the writer received a wire from Dr. Stewart informing him that Mr. Attenborough had passed a restless night, and expressing a hope that his relatives would be at once informed of his "serious condition." Fortunately, the desirability of this had not been lost sight of, a cable message having also been despatched to his brother in Manchester. That gentleman could not therefore have been altogether unprepared for the extremely sad intelligence communicated to him by the same medium two days afterwards, that on the morning of Saturday, 31st August, the illness of his younger brother had already, unhappily, terminated fatally. The consternation and grief of the journalists on being made acquainted with the fact that their youngest companion had so soon passed away (the Marconi gram announcing the melancholy event being received on

board the Virginian at noon on the same day, about twenty hours after leaving Quebec) can be readily imagined. The prevailing feeling was, of course, one of deep sympathy with the bereaved relatives, and especially the widowed mother of the deceased (who, it was understood, had not regarded her son's contemplated Canadian tour with much favour), and this feeling was embodied in letters which they all despatched to Manchester immediately on their arrival at Liverpool. Just before landing a letter was handed to Mr. Dunsford addressed to him by Mr. F. S. Attenborough, brother of the deceased, acknowledging receipt of his first letter and stating that he afterwards received a cable message informing him that the illness had terminated fatally, and that the Government authorities had very kindly offered to send the mortal remains to England for interment if the family so desired. It was thought preferable, however (for obvious reasons that will be appreciated), not to accept this generous offer, and the funeral took place at Montreal on Wednesday. Mr. F. S. Attenborough was profuse in his thanks to the writer and others for the kindness extended to his brother during his illness.

THE MARITIME PROVINCES VISITED.

The journalists left Montreal at noon on the "Inter-colonial" Railway, the "Rainbow" car being affixed to "The Maritime Express," in charge of Mr. W. L. Crighton, who was accompanied, amongst others, by Mr. J. B. Lambton (I.T.C.), Mr. W. J. White and Mr. G. M. Fortier (of the Federal Government), and Mr. George H. Hann, of the Canadian Pacific Railway.

MONCTON.

The first stopping place was at Moncton, in the midst of good farming land, the condition of which showed evidence of prosperity. The visitors were met by Mr. Clifford Robinson, Prime Minister of New Brunswick, President Hawke, of the Board of Trade, Mr. Pottinger, general manager of the railway, the Hon. Frank Sweeney, Surveyor-General, and others, and they boarded one of the railway company's cars for a drive round the city. Owing to the train being late there was no time to partake of the further hospitality offered the journalists at Moncton, but President Hawke delivered an address, giving the visitors some particulars respecting the growth of the city and of its industries, and made special reference to the dearth of unskilled labour, and to the large number of working men who owned the houses in their occupation as evidence of their well-being. The city has now a population of 12,000 as compared with 600 only in 1870. It is a big railway centre, and has extensive workshops for the Intercolonial Railway. There are two newspapers published here, and so well are they supported that the journalists were informed that nearly every householder got their newspapers delivered regularly. Here, as in most other places visited, more English workpeople who are prepared to adapt themselves to local conditions are badly wanted. Mixed farming is, to a large extent, taking the place of wheat growing in this neighbourhood, and is found to be more profitable. The journalists were privileged to witness at Moncton a similar "bore" come up the river, to that of the Parrett at Bridgwater, and one of the best, it was stated, that had been seen there for some time past. It was about four feet in height, moving along at the rate of nearly seven miles an hour, and was followed by a large flight of birds, the rise of the tide being not less than thirty feet in a couple of hours.

AMHERST.

Amherst, Nova Scotia, having a population of upwards of 6,000, was the next stopping place, and the journalists, on arriving at the station, were warmly greeted by a large crowd, including the Mayor (Mr. Lovibond), Mr. H. J. Logan, M.P. (Dominion Government), Mr. Lusty, President of the Board of Trade, and other leading citizens who had organised a motor-car drive through the main thoroughfares, many of the public buildings and business houses being decorated with flags in honour of the visitors. Among other industries shown there were the Robb Boiler Company's works where 400 men are employed, the Hewson Machine Works, and the Rhodes Curry Car Company's works where railway cars are made for the whole of Canada. One feature to which the attention of the journalists was specially directed was the electric power provided by waste from a colliery six miles distant and transmitted therefrom by wire. The "distinguished" visitors, after they were nearly everywhere, turned, were the guests of the Amherst Board of Trade at the Terrace Hotel. Mr. Logan, M.P., gave statistics of the flourishing Amherst industries and referred in glowing terms to the harbour and other facilities, predicting that the establishment of the "All-Red" line would make it one of the most prosperous portions of the Dominion.

HALIFAX.

Halifax, the capital of Nova Scotia, having a population of about 50,000, was next visited, and the journalists were much impressed with its magnificent harbour, which is acknowledged to be one of the finest in the world. Halifax is the Winter port for the British mail ships and is an important military and naval station. It is also a strongly fortified city, the citadel

being elevated 256 feet above sea level, and important trade operations are carried on between it and Europe, the United States, and the West Indies, etc. The journalists were first met on their arrival by representatives of the city press, by whom they were given a drive round the city and afforded an inspection of the Parliament Buildings, where they had an interview with the Premier (the Hon. G. H. Murray). Afterwards they were entertained at luncheon in the drawing-room of the Birchdale Hotel, overlooking the sea. After honouring the toast of "The King," the visitors boarded the Government steamer "Lady Laurier," accompanied by the delegates from "the Union of Municipalities," and had a very enjoyable trip. In the evening they were the guests at dinner of the civic authorities and the Halifax Board of Trade. The menu card was a specially attractive one. The Mayor of Halifax presided, and was supported by Mr. Murray (Premier of Nova Scotia) and Mr. W. Roche, M.P. The Prime Minister stated that a local department of immigration is being organised, and laid stress on the fact that Nova Scotia was not a one-industry province, but was strong in the variety of its resources.

ST. JOHN'S.

St. John's (New Brunswick) was reached on the following morning. This city, which can also boast of a very fine harbour, accessible all the year round, is in friendly rivalry with Halifax, and is competing with the latter for selection as the stopping place for steamers, etc., if the "All-Red" line is established. It has a population of 55,000, and the present city rose from the ashes of the terrible conflagration which destroyed old St. John's in 1877, devastating nine miles of streets, and causing a loss amounting to between twenty and thirty million dollars. A delegation from

the local newspaper offices called at the "Rainbow" car to pay their respects to the visitors, and after the latter had been photographed in a group they were driven around the city, and afterwards entertained at luncheon at the club. Senator Ellis presided, and amongst his supporters were the Mayor (Mr. Sears), Dr. J. W. Daniel, M.P., Mr. George Robertson, M.P., and Mr. Schofield, of the Board of Trade. Subsequently another pleasant ride was taken to Rockwood Park and Lily Lake, etc., after which the visitors embarked on the "Ludlow" (flying the Union Jack and Canadian ensign) at the invitation of the Mayor and Corporation for a trip up the river and in the harbour in the Bay of Fundy. Major Gordon, one of the entertainers, was persuaded to dance a Highland fling on board, and as the voyage drew to a close the Mayor, in a graceful speech, expressed regret that the journalists could not remain longer with them and visit Fredericton, the capital of New Brunswick. He was glad, however, it had fallen to their lot (St. John's being the last place they were visiting in Canada) to speed the Dominion's parting guests, and to wish them a safe return to the old country. He concluded by calling for "Three cheers for the representatives of the British Press," which was followed by the singing of "Rule, Britannia," "Auld Lang Syne," and "God Save the King."

AU REVOIR.

The journalists arrived at Quebec from St. John's about five o'clock on Friday afternoon, the 30th, and before boarding the "Virginian" for their return trip were again photographed in a group on the landing stage by Mr. W. J. White, who, with Mr. Ham, Mr. Crighton, Mr. Lambton, and other Government and railway officials, bade them a hearty "Au Revoir," with the ex-

pression of a hope that they would soon re-visit the Dominion, and that, partly as a result of their description of it, and by directing attention to the attractions it offered to tourists, investors, settlers and emigrants generally, Canada would soon become far more thickly peopled by "Britishers of the right stamp," and that the development of its vast resources would, in consequence, be greatly accelerated.

To the officials above-named, and the many others who, in various parts of the Dominion, rendered them assistance in many ways, the journalists felt greatly indebted, as well as to numerous press colleagues throughout Canada, who were also very helpful and hospitable. In many of the leading newspapers detailed reports, illustrated with photo groups, were given of the visits paid their respective localities, and leading articles were written thereon. In the cities, as well as the small towns (several of them being decorated with flags), the visit of the British journalists was evidently regarded as an event of considerable importance. Immediately they alighted from the trains the visitors were interviewed with great persistence by representatives of the local press, and solicited for their "impressions" of Canada. These queries generally elicited a few words only in response, but in several instances the enterprising Canadian journalists represented the visitors as having spun a long yarn, which the latter sometimes entirely repudiated, and in one case a complete withdrawal was insisted upon in the next issue of the publication referred to. A detailed interview with the Darlington representative was given insertion to in one evening paper published in London (Canada), but was erroneously attributed to the Editor of the "Bridgwater Mercury," who was represented as having informed the local note-taker that his "city" had a population of 60,000! A gratuitous compliment was also paid him by the writer of the interview in question in the following terms: "Mr. Dunsford is an enthu-

siastic journalist of wide reputation, and as unassuming as he is able!" Another amusing blunder perpetrated by some of the local journalists was that of naming Mr. Barclay McConkey, of Belfast, "Sir Barney." The title thus conferred upon that gentleman was not afterwards lost sight of by his colleagues, who consisted of Alderman Joseph Cooke, J.P., managing director of the "Sheffield Daily Independent," and who has twice been Mayor of Boston; Mr. W. Rowley Elliston, B.A., LL.B., of Ipswich, and leader writer of the "East Anglian Times"; Councillor W. Starmer, of the "Northern Echo," Darlington (who has already been offered the Mayoralty for next year); Mr. David L. Crompton, editor of the "Dundee Advertiser and People's Journal"; Mr. A. H. Powell, "Birmingham Evening Despatch"; Mr. W. Longstaff, "Daily Chronicle," Newcastle; Mr. J. M. Attenborough, "Manchester Guardian"; Mr. W. Redwood, "Bristol Daily Press"; Mr. J. T. Dunsford, editor of the "Bridgwater Mercury" (also representing the "Somerset County Gazette" and "Devon and Somerset Weekly News"); and Mr. H. J. Elliott, Washington correspondent of the London "Times." The last-named gentleman, whilst on the "Rainbow" car, by means of a type-written machine, published a series of admirably written poems of his own composition under the title of "The Rainbow Howler," including a complimentary "Ode to Mr. Dunsford," and also the following verses, which were read to an appreciative gathering of Canadians at St. John's by Mr. McConkey, and published the following morning in the local papers:—

TO CANADA.

(From a party of British journalists, after a tour through the Dominion, July 26—August 30, 1907.)

Widespread rise your rich domains,
Holding captive stranger eyes—
Garden kingdoms, golden plains,



Flow'ring under urbane skies,
 Virgin forests, fruitful kine,
 Clustered homesteads, homesteads lone,
 Lusty towns of scattered line,
 Where men call their souls their own.
 Verdant deeps, majestic heights
 Flank your rails in vistas dim;
 Tumbling falls in endless flights
 Roar and crash in grandest hymn.

Scenic splendours of our earth,
 Lost in cloud-veiled distances,
 Shed their glory o'er your girth,
 Royal in their radiances.
 Earth's abundance fills your lap,
 Earth's strong contours line your race
 In your veins earth's richest sap
 Fits you for the nation's race—
 Fits you tenfold by the tale
 Told by prairie, forest, glen,
 Canyon, rugged mount—the trail
 Trodden by your hardy men.

Yes! Unmeasured gifts of God
 Mark you chosen of His call;
 But the men who turned your sod
 Are the greatest gift of all.
 Wanderers, they sought your shore;
 Open-armed, you took them in;
 Raw and ruthless life they bore
 Smiles of Mother Earth to win.
 Largess from her boundless hoards
 Freely poured she in their hands—
 Poor no more are they, but lords
 Of themselves, lords of their lands.

This the thought we carry home,
 This the burden of our pen—
 Far-flung under Heaven's dome,
 You a builder are of men.

From their eyes a new world's dawn
 Glows on each new comer's heart;
 Sinew, bone and brain are drawn
 Steadfastly to do their part.
 Thus our tribute to your land,
 For your distant brethren, runs—
 Crowning all your glories stand
 Foremost your adopted sons!

Mr. McConkey, on the return trip, was presented by the writer, on behalf of the journalists, with a souvenir in appreciation of the manner in which he had justified his selection (before leaving Liverpool) as their president, in consideration of his having previously toured the Dominion, and being therefore familiar with the whole route traversed.

THE RETURN VOYAGE.

For the first five days after starting the return voyage across the Atlantic was anything but a pleasant one, owing to the "dirty" weather prevailing, with occasional fogs and a head wind, occasioning somewhat vexatious delay, and it was not until Wednesday, 4th inst., that the customary deck games could be indulged in. A large iceberg, its estimated height being about 100 feet, was approached within about three miles on Sunday, but nothing more, except some porpoises, was seen worthy of note. Three services were held on board on Sunday, and collections made, as usual, in aid of the funds of the Seamen's Orphanage at Liverpool, which were benefited thereby to the extent of £4 11s., and a further addition was made thereto of £14 14s. 7d. as the proceeds of a concert held in the first-class dining-room on Friday evening, at which Mr. Redwood, of Bristol, one of the journalists, contributed a cornet solo. The coast of Ireland was seen early on the follow-

ing morning, and in the afternoon the Isle of Man was in view, Liverpool being reached the same evening just in time to enable some of the passengers (including the writer) to catch late trains to their respective destinations.

ORGANISED EMIGRATION: THE SALVATION ARMY AND DR. BARNARDO'S HOMES, &c.

In his previous series of articles the writer was pleased to refer in terms of commendation to the work of the Salvation Army in connection with Canadian emigration, and the result of his further inquiries and personal observation concerning it is decidedly confirmatory of the favourable impressions before created. In a pamphlet he wrote on Emigration and Colonisation some time ago, General Booth rightly condemned the want of efficient organisation in former years, which he said had "led to much disappointment and no little misery." What he then complained of was "the indiscriminate transfer of people to another country where, on landing, they are left in ignorance to shift for themselves, thereby only too often becoming a sure prey to the landsharks, and ultimately a source of perplexity and expense to the new community." Since then, however, new and greatly improved methods have been adopted for remedying this by the Canadian Government, through the instrumentality of the Emigration Department at home, having its headquarters at Charing Cross, and the various agencies employed by the Government throughout the Dominion, and also by the Salvation Army, whose headquarters for emigration purposes in London are at 27, Queen Victoria-street, the work there being superintended by Colonel D. C. Lamb. The Salvation Army have this year

specially chartered for the accommodation of emigrants, booked by them the s.s. "Southwark", (8,606 tons) of the Dominion line. Staff-Captain William Patterson has been in charge of the admirable arrangements made for the comfort and convenience of all who have gone out on board this steamship under the auspices of the Salvation Army, and as he is also working in conjunction with and is officially recognised by the Dominion and Provincial Governments, he has exceptional facilities for carrying out his important duties, which consist chiefly in meeting the steamers and their loads of immigrants at Quebec, and seeing that they are forwarded to their respective destinations. This work is now rendered much easier by the institution of what is termed the Floating Labour Bureau. The officers who take charge of the conducted parties of emigrants bring with them lists of the men wanted on the Canadian side, these having been previously supplied through the Salvation Army organisation (having its headquarters at Toronto under the extremely efficient management of Brigadier Howell), and whilst the men are crossing the Atlantic the majority at least of them are provided with situations which they enter upon immediately after landing. Staff-Captain Patterson has spent most of his life in Canada, and as a result of his practical experience is certainly a reliable authority, and fully competent to express an opinion relative to the prospects generally of the emigrants. He has recently returned to Canada from Great Britain, where, at Bristol and many other places, he was eagerly sought after in Salvation Army circles, his extensive knowledge of the Dominion and its possibilities appealing to all with whom he came into contact. When questioned on the subject he said, "The prospects of the thousands of people going to Canada were, in my opinion, never brighter, and there is room and work for all. The outlook for the poor, hard-working man is distinctly hopeful, and, in addition to obtaining any amount of

work, it is within the reach of all, in a few years at any rate, to have a comfortable little home of their own, and a nice garden. If they are more ambitious still, they can soon have even their own farm. What they require to do in this respect is to gain experience by hiring themselves out for a season or two until they have become thoroughly acquainted with the local conditions, and then go in for a homestead, which can be obtained from the Government free of charge, except, of course, the registration fee, which only costs £2. As for mechanics of all kinds, I do not hesitate to say, from actual experience, that there is also work for all. It must be remembered that the country is growing and booming, and as agriculture develops so there must be an almost corresponding advance in what may be called the purely industrial sections. I should like to emphasize that there is at the present time a very big demand for domestic servants. They will receive good pay in Ontario, but further west they obtain higher wages. In Vancouver most of the ladies are compelled to engage Chinamen as domestics, and they would gladly replace them with British girls at from £5 to £6 per month, with board and lodgings." It may be added that nearly 3,000 emigrants have this year emigrated to Canada from Great Britain under the auspices of the Salvation Army, and that in the aggregate there has been a total of not less than 16,000. For many years past another scheme of emigration of selected children to Canada has been successfully organised in connection with Dr. Barnardo's Homes, and in September last the fourth and last party for the current year embarked from Liverpool in the "Dominion," representing a total of 1,081 boys and girls, the grand total since the scheme was originated being 19,276. Of these as large a proportion as 98 per cent. are reported to be doing well, many of the erstwhile waifs filling positions of responsibility and influence. The older of them on arrival in the Dominion go to situations already provided for them, whilst the

younger children are boarded out in selected homesteads until such time as they are able to work for themselves. It has been alleged that one or two other home organisations have assisted in the emigration to Canada of some "wastrels" and "strike-breakers." The Church Army has been publicly referred to as one of these, but in "Canada" of October 19th the hon. secretary (Mr. W. Carlile), writing from the Church Army headquarters in London, gives this "the most emphatic denial possible," and asserts that "the Church Army does not emigrate any man whose character will not bear the closest investigation." He adds: "All our emigrants are workers who have established their claim as such either by an undeniable record, or by passing a severe test in our own labour homes or farm colonies."

CANADIAN DAIRY PRODUCE, &c.

COLD STORAGE ACCOMMODATION.

The demand for Canadian food products in the British markets has been recently largely increased owing to the excellent system of cold storage that has been employed in connection with the carriage of cheese, butter, meat and fruits, etc. The Canadian growers and dairymen have studied the taste of their customers in the Motherland, and the improved quality of the dairy products and fruit has been the legitimate result of careful attention to the most up-to-date methods of manufacture and cultivation. It is estimated that Canada is supplying nearly 75 per cent. of all the cheese now being imported into the United Kingdom, where better prices are also obtainable for Canadian bacon and fruit than is paid for them in the United States. The ideal means of transport of what is delivered in perfect condition from the Canadian farm to the table of the British consumer is largely

accountable for this. A car of fruit can now, for instance, be loaded at a point on the Niagara Peninsular, 400 miles inland from Montreal, and be carried thence, in cold storage, to the port of shipment, and delivered in England about ten days afterwards. The Allan line, the Canadian Pacific, the Dominion, and other services are now all equipped with cold storage accommodation, and fruit shippers and dairymen, etc., are also provided by the Dominion Government with iced cars for the conveyance of the most perishable products from the farm districts to the ports of shipment, where inspectors are appointed to see the rules properly observed. It has been urged upon the attention of the Canadian Government that it should also go the length of erecting cold storage warehouses at the British ports at which the largest shipments are received, and it is understood that at Bristol, for instance, where a special bid is now being made for Canadian trade, some local enterprise is likely to be embarked upon in this direction.

CANADA'S RESOURCES. ITS CLIMATE, AND ITS FUTURE PROSPECTS.

THE DEMAND FOR LABOUR.

GENERAL REVIEW.

In attempting to review the illimitable resources of the Dominion, it may be well, in the first instance, that the reader should first realise, if possible, the extent of its area, which is but little less than that of the whole Continent of Europe, and consists of three-and-a-half million square miles. This is thirty times larger than Great Britain, and twice the size of India,

but, although its area is equal to that of the United States, Canada's population does not yet exceed ten millions, as compared with eighty millions in the States territory. In a recent speech, Lord Strathcona (High Commissioner for Canada) remarked that when he first knew the Dominion was "one tremendous wilderness," but he predicted that at the close of the present century it would have a population equal to that of the United States, and it is significant that of the 190,000 immigrants last year nearly 60,000 were Americans, who crossed the border to Central and Western Canada to take advantage of the free farms offered by the Canadian Government. During the past six years Canada has received as many as 710,000 immigrants, 273,000 of these being from Great Britain, and 240,000 from the United States, and this year it is estimated the total number will exceed 300,000.

Canada is now divided into five provinces, namely, the Maritime, Eastern, Central, Western, and Northern. The Maritime Provinces consist of Nova Scotia, New Brunswick, and Prince Edward Island; the Eastern comprises Quebec and Ontario (along the St. Lawrence river and its great lakes); the Central provinces are Manitoba, Saskatchewan and Alberta (which occupy the prairie area for the most part); the Western Province is British Columbia (lying between the Rocky Mountains and the Pacific Coast); and Northern Canada is the territory lying north of the Eastern, Central, and Western Provinces and the Arctic Ocean.

There are now five great railway systems throughout Canada. The most important of these is the Canadian Pacific, the others being the Grand Trunk, the Canadian Northern, the Inter-Colonial, and the Great Northern. The Canadian Pacific railway extends from the Canadian Winter port of St. John's to Montreal, and from Montreal across the Continent to

Vancouver, the total mileage being 8,792 $\frac{1}{2}$ miles. Besides its stupendous railway system, the Canadian Pacific has a fleet of high-class mail steamers plying between Liverpool and Quebec in Summer, and between Liverpool and Halifax and St. John's in Winter. The Grand Trunk has a greater mileage in the developed portion of Eastern Canada than any other system, and it connects all the cities and nearly all the towns of those provinces. The Grand Trunk is now adding to its system a line across the Continent to be called the Grand Trunk Pacific, which will extend from Quebec westward to Winnipeg (the chief city of the Central Provinces), to Edmonton (the capital of Alberta), and to the Pacific Coast at Prince Rupert, through the northern part of British Columbia. The existing Grand Trunk system has now 3,126 miles in Canada, and the new line to Prince Rupert will be 3,460 miles in extent. The main line of the Canadian Northern (its total mileage being 3,800) extends from Port Arthur, at the head of the Canadian navigation on Lake Superior, to Edmonton, and has also lines in Nova Scotia, Quebec, and Ontario, whilst rapid progress is being made in connecting these sections to make a third trans-continental railway, which will also have its termination on the Pacific Coast. The Inter-Colonial connects Montreal, the commercial metropolis of Canada, with the Winter ports of St. John, Halifax, and Sydney in the Maritime Provinces, and is owned and operated by the Dominion Government, its total mileage being 1,467 miles. The Great Northern is a United States railway system, but has some branches in the Central and Western Provinces of Canada, which it is expected will be largely extended in the near future.

It is manifest that the great extensions in progress above referred to make railway construction a very important feature of the conditions in Canada at the present time. Whole battalions of men are required

at this work, and many millions of dollars will be expended in wages within the next few years. The work in which unskilled labour, which is very greatly in demand, is principally being employed by the railway companies, is confined chiefly to clearing, levelling, rock-cutting, and bridge building. The scarcity of labour is understood to be a great hindrance to the work in hand, and much difficulty is also experienced in obtaining, as soon as required, the necessary plant. It is stated that the railway companies have bought up every ton of rails that the rolling mills in Canada will be able to turn out for months, and that, although they are depleting the American and European markets, their requirements are only partially filled.

The railway extensions referred to are naturally assisting very materially the development of the Dominion's resources, particularly in the north-western territory, and nothing surprised the journalists more greatly than the remarkably rapid growth of many of the cities and townships visited by them, and the hundreds of others which they passed. Charters of incorporation with Mayors have been obtained for places which can yet boast of only a few hundred inhabitants, and remarkable as it may seem, newspapers have been already started and are flourishing in these townships of mushroom growth. They are, almost without exception, well supported by local advertisers, who are seemingly as much determined to have newspapers of their own as a school or place of worship in their midst. In the smallest of these towns a weekly paper only can, of course, be maintained, but in others, even with a population not exceeding 5,000, bi-weeklies and even dailies (invariably published in the evening instead of in the morning) are issued, and they are regularly subscribed to by nearly every household.

With regard to the climate of Canada (respecting which very erroneous notions prevail in England), it

may be stated that, whilst the Winter is certainly longer and far more severe than in Europe, the climate is found to be more bracing and healthful, and the Summer, although shorter, is warmer, and has less moisture. On the Western prairie there are two hours more sunlight each day during the Summer than in England, and "the supposition that Canadians are nearly always clothed in skins and furs is altogether incorrect, the fact being that, when worn at all, it is only regarded as a luxury, and not a necessity." Last year's Winter is generally admitted to have been the most severe experienced for at least a quarter of a century, but the writer was assured that the health of the inhabitants was not seriously affected thereby, and that the climatic influences are such, in fact, as to have a favourable effect upon human life, and tend to robust bodily health and mental vigour. In the Western and South-Western portions of the Dominion the Winter climate is modified by what is called the "Chinook" wind, which carries the warmth of the Japanese current across the Rocky Mountains, and far eastward out on the plains.

Farming pursuits, and wheat cultivation in particular, will, of course, always remain the dominant Canadian industry (it is estimated that as large a proportion as 45 per cent. of the Canadians are now engaged in husbandry), but apart from agriculture there are other natural assets of almost incalculable value, the timber, mining, and fishery industries being, perhaps, the most important. Last year Canada produced 363 million bushels of grain, and its surplus value of farm products (including dairy) for export amounted last year to 120 millions. In the same year (1906) Canada exported 38 million dollars' worth of forest products (including twelve million to Great Britain), and its timber lands, more or less wooded, cover, it is estimated, an area of nearly one-and-a-half million square

miles. The value of Canada's mineral productions in 1906 reached eighty million dollars, having increased more than 600 per cent. since 1886, and it is considered that only one-tenth of the mineral resources of the Dominion have yet been explored. During the present session a Parliamentary Committee has been sitting at Ottawa to collect evidence regarding the discovery of other mineral deposits, especially in the more northerly regions, and the inquiry, so far as it has proceeded, fully justifies the confident belief that the mining industry (gold, silver, copper, and coal) will speedily be largely developed, and become one of almost incestimable value, yielding a rich return to investors, and affording profitable employment for many thousands of unskilled workmen. The value of the Canadian fisheries last year (exclusive of Newfoundland) was nearly thirty million dollars.

Harvesting operations were only just commencing when the journalists left Canada, but it was estimated that, although the yield of grain in Manitoba would be considerably below the average this year, on account principally of insufficient rainfall, in the provinces of Saskatchewan and Alberta it would prove very satisfactory, and, at all events, that a comparatively smaller yield per acre would be amply compensated for by higher prices. During the past eight years the average annual yield of wheat in the three prairie provinces above named was nearly twenty bushels per acre, and this, too, it must be remembered, without any resort to fertilizers of any description. Ranching is still largely in operation, and last year no fewer than 135,000 head of cattle came into Winnipeg from the Canadian North-West, of which 85,000 were forwarded to the British market. Although not conspicuously a manufacturing country, the present annual output of Canadian factories exceeds in value five hundred million dollars. During the past five years the population has doubled in the North-West, and it is confi-

dently anticipated that this ratio of growth will be long maintained. The settlement of farm lands has been followed by a corresponding expansion of cities and townships. The total value of new buildings in 1906 in forty-one cities was nearly sixty million dollars. Toronto headed the list, Winnipeg came second, Montreal third, and Vancouver fourth. It is true that, encouraged by the rapid expansion referred to, the Corporations of some of the new cities and towns have promoted public improvements on a larger scale, perhaps, than they were justified in doing thus early, and that here and there temporary financial difficulties have been experienced. The stringency or tightness of the money market which this has occasioned is recognised, however, as being attributable for the most part to the prosperity, enterprise, and public spirit of those who are zealous optimists, and whose seeming extravagance will soon be forgotten and forgiven. Moreover, the financial institutions of Canada have just made their annual statements, and the agreeable tale of larger business, increased dividends and reserves faithfully reflects the prosperity which Canada has experienced. There has been a notable increase of revenue, and a surplus of over 2½ million dollars realised.

In the prairie provinces the most rapidly growing places are, probably, Winnipeg, Calgary, and Edmonton, whilst Regina (the capital of Saskatchewan), Moosejaw, Saskatoon and Brandon also bid fair to become much larger centres of population.

It is evident that Canadians generally are facing the future with the utmost confidence, and that as the greatest requirement throughout the Dominion at the present time (next, perhaps, to the increased investment of capital in the land) is more manual labour, it is not to be wondered at that they, as well as the Government, are encouraging the emigration movement as much as possible.

In his former series of articles on Canada, the writer directed attention to the fact that many persons of the "not wanted" or "undesirable" class occasionally find their way to Canada, and as a result of his fresh enquiries he was now again assured that this is undoubtedly the case, and is regarded by the Canadians themselves as a grievance. In the first place, the so-called "remittance man," who comes over to the Dominion to lead a life of idleness, who is dependent on his "rich relations" at home, and who squanders his remittances in worse than useless pursuits, is nothing more nor less than an abomination in the eyes of the born Canadian, whose eminently characteristic features are those of industry and thrift. No man is welcomed in Canada who, by reason of his own idleness, neglect, or profligacy, has been a failure at home, and has been "shipped" or assisted to come to the Dominion by his disgraced relatives, and any such individual is so shunned and spurned by Canadians that he speedily wishes himself home again. Clerks, shop assistants, and most professional men (except, perhaps, surveyors and electrical engineers) will do well to remain at home, as there are already enough promising young men in Canada to fill positions of this kind, and shopkeepers and business men generally who are doing fairly well in the old country had better stay there as well. Skilled artisans and mechanics, especially carpenters, bricklayers, wheelwrights, and blacksmiths, can easily find permanent employment, at good wages, in any of the big commercial centres, such as Montreal, Toronto, and Winnipeg. It is advisable, however, that they, as well as farm hands and all others who have not been guaranteed situations before coming to Canada, should be warned against applying for introductions to the many small commission agents who are to be found in those cities, and who exhibit tempting offers in their shop windows, but cannot be relied upon for trust-

worthy information or other proffered assistance for which the emigrants have, too often, to pay pretty dearly. Domestic servants are almost everywhere in demand, either by private families or in hotels, the wages obtainable being largely in excess of those payable at home, whilst the services of active young women in many of the factories are throughout the year always in request. Experienced farmers who are not prospering at home—and particularly those who have been accustomed to wheat growing—will certainly find it to be greatly to their advantage to invest what capital they possess in Canadian farm cultivation, and will do well to take with them, if possible, some reliable “hands” to assist them. More badly needed in Canada than any other class of the community are good agricultural labourers who are dissatisfied with home conditions, and who, by applying to the Government Emigration Offices, or to such an Employment Bureau as that recently established in Toronto (which will soon have branches of their organisation in other parts of the Dominion), will experience no difficulty in obtaining good situations, with the prospect hereafter, if they be of a saving disposition, of procuring homesteads of their own under the conditions already described. Not only are such men welcomed in Canada, but as a rule they are extremely well treated by their employers, with whom, and the members of the family, they invariably partake of meals at the same table. As before hinted at, a large proportion of them have, undoubtedly, to “rough” it, and are compelled to obtain other means of employment in the Winter season, unless they are content, during that period, to receive much lower wages, or, in some instances, to be supplied with their food only in return for the miscellaneous work they are then able to render, the other alternatives being to obtain, at such times, other kinds of employment, such as assisting in the construction of railways, in the

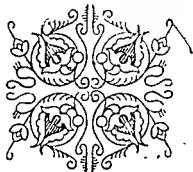
timber yards, or in "the bush," etc. The compensation for these inconveniences, which are not regarded by the Canadians themselves as hardships, is the liberal amount of wages paid in the other seasons of the year, and in any case the words of a well-known and popular song are particularly applicable to the agricultural labourer in Canada, for there it is, in "the far West"—in "the land of the free"—that it will be found

"A man is a man if he's willing to toil,
And the humblest may gather the fruits of the soil."

15,500 MILES IN 50 DAYS!

It is interesting to note that, according to a carefully prepared calculation made with the assistance of the railway officials, the following remarkable distances were covered in the "rush" made through the Dominion (including the numerous lateral trips on branch railways, carriage and motor drives, and the steamboat excursions) by the British journalists, who, it must be remembered, were travelling with hardly any cessation both day and night (Sundays included):—Grand Trunk Railway, 1,662 miles; Canadian Pacific Railway, 4,262; Canadian Northern, 1,461; Inter-Colonial, 1,668; total railway mileage, 9,053. To this must be added 320 miles for steamboat trips, etc., including the visit to and fro Vancouver Island (to Victoria) and the trip through the Muskoka Lake and on Lake Superior; and a further estimated total of 440 miles for carriage and motor-car drives. The to and fro trips across the Atlantic between Liverpool and Quebec, by the northern route (each of 2,650 miles), represented 5,300 miles, and (in the case of the writer) the to and fro distances by rail between Bridgwater and Liverpool represented a further mileage of 396, the aggregate

total being therefore 15,509 miles. This represents an average of not less than 310 miles every twenty-four hours for fifty days in succession—a rate of travel that has seldom been recorded, especially when it is borne in mind that deputations were interviewed and hospitality partaken of at almost every important city visited, and that several of the journalists, including the writer, completed the whole of his “copy” before returning to Liverpool, all of this being written whilst the trains and boats were in motion—a work of no little difficulty.



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THE general review of the Canadian emigration question, contained elsewhere in this week's impression, brings to a termination the series of articles contributed by the Editor of this journal, as the result of his recent tour through the Dominion, on the invitation of the Canadian Government. It may be remembered that the Editor of the "*Bridgewater Mercury*" was selected as one of a party of ten representative British journalists to cross the Atlantic for the purpose of making a personal and independent investigation of the whole of the conditions connected with the emigration movement, and he has endeavoured to furnish his readers with the most reliable and essential up-to-date information concerning it. Every possible facility was afforded him and his colleagues for acquiring this information, having regard to the time at their disposal, but it must be confessed that the task entrusted to them was a far more strenuous one than any of them could have anticipated. To accomplish a journey of 15,500 miles in fifty days—averaging three hundred and ten miles daily (Sundays included)—and to

take part in the many social and other functions which the mission involved, including the record of interviews with numerous officials and other personages from whom their information was derived, proved a mental and physical strain, from the effects of which some of them are only now recovering. The enlightenment, however, which the journalists have thus been enabled to afford the British public on a subject of so much importance will doubtless prove acceptable, and be of service to those who may contemplate following the example of so many of their fellow countrymen in leaving the shores of Old England for the Dominion, where manual labour is so greatly in demand. It has been shown that there are undoubtedly many opportunities for the profitable investment of capital in the development of Canada's vast and almost inexhaustible resources, and its numerous industries, some of which are closely identified with those in our own country. It is probable, too, we think, that, in the not distant future, many of the most wealthy and leisurable of our home tourists will be encouraged to pay Canada an occasional visit in preference to the Continent, seeing that they are now able to cross the Atlantic within a week, and that the railway facilities for obtaining an inspection of the famous Niagara Falls and Rocky Mountains,

&c., have been greatly extended. Whilst our readers will have noted that warnings have been conveyed to a certain class of persons to whom emigration to Canada is not recommended, and to others of the emigrant class to observe necessary precautions before accepting engagements, the writer has been able to give satisfactory assurances that in connection with various kinds of occupation, abundance of remunerative and permanent employment is obtainable in Canada for persons of both sexes, but it is important to bear in mind that none are welcomed there who do not possess the eminent characteristics of the Canadian people themselves—we mean those of sobriety, thrift, and industry.

